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New Methods Of Character Building Urged

Parent-Teacher Group Is Told Standards Are a Community Job

Goes Beyond Home

Practices of Horse-and-Buggy Days Declared Unfitted for Airplane Age

Special to The Christian Science Monitor

MILWAUKEE, Wis., May 12—Parents are working harder today than ever before to bring up their children properly, but the job is fraught with greater difficulties in such a quickly changing world, it was brought out at early sessions of the convention of the National Congress of Parents and Teachers here.

How to develop character in children when the parents were members of the "horse-and-buggy" days while the youngsters are living in the airplane age, was one of the underlying themes discussed in today's session of the convention.

Beyond the Home

Dr. Joseph M. Artman, national chairman of the committee on character education of the parent-teacher organization, told members in a conference session that they must go beyond the home into the community to establish standards of character.

Contrary to the popular assertion that parents are not doing a very good job with the rising generation, Dr. Artman pointed out that from studies which have been made at the University of Minnesota and other places, the facts actually show that mothers and fathers are going to great lengths to find out what is the best method for character building in their children, he said.

Won't Go Now

"But methods used in the 'horse-and-buggy' days won't go now," Dr. Artman declared. "Youngsters call their parents 'old-fashioned' unless they go beyond the home and know something about the factors in the community which affect the young people of today.

"In grandmother's day with no radio, telephone, moving pictures, automobile, and with the family working more as a unit, the problem was a far different one. Therefore, if parents today are going to succeed in this work of building character in their children, they will have to take into consideration the influences in the community which are making living so complex for the boys and girls of today."

Difference in Distances

Parents who drove in a buggy to a party only 20 miles away in the old days must see the difference in the distances young folks travel today and understand the New England professor who asked his college students the other day to stop "week-ending in Miami." So many changes are taking place that parents must take all of these into consideration if they are going to effectively reach John and Mary where they are.

Dr. Artman urged that parents attack the problem on a community basis rather than staying entirely within the home. He cited the work done by the Los Angeles County Council as the type of thing which could be done in other places. There, through co-operation of the various social agencies, for instance, delinquency was effectively wiped out, he said. In a Massachusetts town, the community owns and controls the moving picture house and can, therefore, choose the pictures which they want shown. Character building has become a community affair rather than just a home proposition, he concluded.

One of Vital Problems

Others who touched on this underlying theme of the relation of the home to character formation considered it one of the most vital problems which parents are now facing. It was rated as more important than book learning, or other school training.

"Character must be acquired by right living day by day, act by act, purpose by purpose," declared Mrs. B. F. Langworthy, national president of the organization. "The day has gone by when fear is considered a good motivating force. I am pleading for an understanding of positive character thought kept constantly before the members of the family, both old and young."

Dr. G. Bromley Oxnam, president of DePauw University in Indiana,

(Continued on Page 4, Column 4)

By Frank Bauer from Nesmith

And Spring Comes to New England

And when "the waters were dried up from off the earth" spring came to New England, spring that has never failed her, spring that has come before.

Again the woods of Massachusetts, the woods of Emerson and Hawthorne and Thoreau, are garlanded with green. Village streets, more limpid than water colors, throw across their wooden houses the mauve shadows of great elms. Orchards, richer than mosaics, piece perfumed flakes of coral and ivory.

This is the crisp, clean youth of the year, the time "afore the harvest, when the bud is perfect, and the sour grape is ripening in the flower." It is a hint of summer corn golden beneath a turquoise arch; of autumn branches weighted with garnet fruit. Rose and white petals bring a promise of apples, of red, round apples tasted first by smell, in the spiced exhilaration of an October walk.

Employment Gain Reported in U. S., Most of Europe

WASHINGTON, May 12 (*AP*)—A worldwide drop in unemployment was reported today by the International Labor Organization.

Great Britain, Germany, Japan, Canada, Australia, Belgium, Norway, Poland, Sweden, Chile, France, Finland, Estonia, and Luxembourg—along with the United States—were among the countries where the number of jobless decreased from March, 1935, to March, 1936.

Denmark, the Irish Free State, Roumania and Switzerland were the only nations reporting an unemployment gain.

Great Britain (including Northern Ireland) had 2,016,578 idle in March, compared with 2,272,107 in March, 1935, and 1,905,675 in December 1935. March unemployment was 15.4 per cent of the total number of workers, compared with 16.7 per cent in the United States in February. The British figure came from unemployment insurance exchanges, while the percentage for the United States was calculated by the American Federation of Labor.

American unemployment in February was estimated by the federation at 12,626,000.

Handling of 'Relief Marchers' Taxes Diplomacy of Officials

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12—Dealing with organized groups of needy persons who come to the seat of government to stage demonstrations with the hope of getting aid is one of the most ticklish problems faced by American officials at the present time.

Attention was focused on the problem here the last few days when 35 persons, jobless and physically handicapped, from New York, representing the League of the Physically Handicapped, literally camped on the doorstep of Harry L. Hopkins, federal relief chief, for two days and a night.

Nationwide Problem

In the states, similar problems were created recently when a delegation of unemployed took temporary possession of the New Jersey State House until the Legislature acted in their behalf, and in St. Louis, Mo., where a group went on a hunger strike to force the Board of Aldermen to appropriate relief money.

"Why did the New Jersey authorities allow them enter the State House?"

"Why were they permitted to stay all night in Mr. Hopkins' office?" These are the questions one hears.

The answer is that federal officials have learned from experience that these groups must be handled with kid gloves if riot and bloodshed are to be avoided. Still fresh in their memory is the sad spectacle of the summer of 1932 when the bonus army was driven out of the capital at the point of bayonets. That treatment made martyrs of the ex-soldiers and brought sharp criticism down on the heads of officials who gave the orders.

Works progress officials admit that it was unlawful for the group to spend the night in a Government building, but, on the other hand, they did not want to arouse the public's sympathy for the group who had ridden all day in a truck by putting them on the street.

Roosevelt Policy

From time to time during the Roosevelt Administration, the problem of handling various groups of itinerant veterans has arisen. When they arrive here they are usually penniless and expect the Government to care for them. Quietly, relief officials shipped them off to special work camps in Florida, before they could congregate in the capital in any large numbers. This practice was brought to light when the hurricane hit the Florida Keys last year, devastating the veterans' camps. The loss of life stirred up much criticism from the Republicans, who condemned the Administration's method of meeting the problem.

Any relief official will tell you that the problem is a difficult one and requires much diplomacy in handling. The Roosevelt policy has been, "keep them moving, listen to their plea if it doesn't interfere with other government business, see what can be done for them under relief laws, but don't give them special dispensations just because they come to Washington with banners and silver-tongued orators."

President Eases Tax Bill

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12—President Roosevelt will be satisfied with the new tax bill if it retains two essentials, according to Senator Pat Harrison (D) of Mississippi, chairman of the Finance Committee. The conditions are:

That the fundamental theory of forced distribution of corporate earnings in the form of taxable dividends be retained;

That the tax bill meet the original request for $1,137,000,000 additional revenue.

The President's attitude is believed to open the way for far-reaching compromises on the tax measure. Word of his viewpoint was brought to the committee by Senator Harrison, as it reopened its hearings today, with the purpose of receiving new testimonye from New Deal advisers to meet objections raised by business.

First witness of the day was Henry A. Wallace, Secretary of Agriculture, who opposed the so-called "windfall" tax designed to bring back to the Treasury some of the money lost by the Supreme Court AAA decision. Secretary Wallace called the tax an "unjust enrichment tax."

Senator Harrison's word, received from the White House, indicated clearly that the President has not decided upon any fast and binding tax formula.

Art, Music and Theater

The "News of Art, Music and the Theater" page, which customarily appears on Tuesday, will be published this week on

Thursday

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Security Fight In New York Is For Aid to All

Governor Asks G. O. P. to Support Bill That Is Not Restrictive

Republicans Wait

By a Staff Correspondent of The Christian Science Monitor

ALBANY, N. Y., May 12—Republican leaders of the Assembly are seen at the crossroads here today as they are being bombarded to force a retreat from their stand against the Dunnigan-Steingut social security bill.

The attack on them has assumed the proportions of a drumfire, being led by Gov. Herbert H. Lehman and the five Republican county chairmen of New York City, all of whom demand that the measure be brought out of the Rules Committee for debate and a record vote on the floor of the lower house.

In what was seen as one of the strongest arguments made by Governor Lehman, the Governor appeared before the Senate and Assembly in a joint session last night and addressed them personally, urging that they act favorably on the bill in order that New York State might "join the ranks of the 33 states which have already decided to co-operate with the Federal Social Security Act."

Governor Makes Plea

Speaking from the clerk's desk, Governor Lehman made his plea a personal one, while the senators who have passed the measure and the assemblymen who have thus far kept it locked in the Rules Committee listened attentively.

It was the first time in several years that a Governor had made a plea to a joint session for favorable action on pending legislation, although there was plenty of precedent for it. Gov. Alfred E. Smith and other governors have done it.

Governor Lehman was unsparing in his criticism of the radio speech of Assemblyman James J. Wadsworth (R) of Geneseo last Friday night over the radio hookup the Governor used the night before to bring his battle for social security to the people of the State. He reviewed the various steps that have been taken toward this legislation and declared that only three votes were needed to bring it to the floor of the Assembly for debate.

Compares the Two Bills

Recalling that both Democrats and Republicans had voted for the bill in the Senate, he said it was interesting that of the 200 members of the two houses, 123 have already signified their approval of this bill. Then the Governor compared the two bills which had been sponsored by Mr. Wadsworth and the eight-point social security bill which he favors.

Comparing the two bills, Governor Lehman held there was a real difference between them. The Wadsworth measure, he said, adopted only one of the eight parts of the program called for in the Dunnigan-Steingut bill, helping only the aged, while mothers and dependent children, the blind, crippled children, the physically handicapped and the ill, "are ignored and forgotten."

Deprived of Federal Money

"The second difference," he continued, "is that by adopting only one point of the social security bill, the municipalities and the local taxpayers are deprived of the benefits of many additional millions of dollars of federal moneys.

"The refusal of the Republican Assembly to pass the eight-point social security bill is absolutely inconsistent with its previous unanimous approval of one part of it. Certainly if they do not fear federal dictatorship or federal interference with regard to the operation of old-age pensions, they cannot now con-

(Continued on Page 2, Column 3)

Jobless Attorneys Assigned to Assist Needy in N. Y. Courts

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 12—Twenty-four unemployed lawyers were prepared today to assist poor litigants in presenting their cases to New York City municipal and small claims courts, having been assigned as an emergency legal squad by the Works Progress Administration.

Paid on the basis of prevailing relief wage scales, the attorneys were ordered to report at the 28 municipal courts and four small claims courts, where they were to be under the supervision of judges who would determine how their services should be used. The entire staff was placed under the direction of an attorney.

According to the plan, announced by Pelham St. George Bissell, president-justice of the New York City Municipal Court, persons financially unable to obtain the services of a lawyer will be entitled to assistance from the Works Progress Administration. At the same time, attorneys having neither practice nor income receive employment in the field for which they are best fitted.

The project represented only one of many programs undertaken to keep New York City's unemployed lawyers occupied professionally, according to the relief offices. Other projects include compiling of legal records, annotating opinions, tracing real estate titles and studying records of the corporation counsel for the benefit of the municipal government.

Duce Recalls Geneva Delegate As League Seeks Way to Voice Disapproval of 'Annexation'

Council's Adjournment to June Planned in Resolution

Rally to Britain By Powers Evident

Scheme to Make Dominion of Ethiopian Empire Pushed at Rome

By a Staff Correspondent of The Christian Science Monitor

GENEVA, May 12—A formal resolution for the adjournment of the League Council until after the middle of June has been prepared. It is intended then to deal with the German situation and with the Italo-Ethiopian conflict. Afterwards a conference is to be called at Montreux of powers interested in remilitarization of the Dardanelles. The British and Russian delegates support this Turkish demand.

Reunion of the Locarno Powers within the margins of the League has the single purpose of keeping the Rhineland question from falling into oblivion. No decisions will be taken.

Britain Gains Support

According to British circles there has been one gratifying feature of the present meeting. It appears that in April the League's delegates produced on the British the impression of coldness. Britain felt herself abandoned and isolated. Today there is a sympathetic rally to the British delegation and assurances are forthcoming that the British attitude is understood and approved.

Neither Britain, France, the Little Entente nor the Balkanic group are ready to propose suppression of sanctions. Russia, however, considers that sanctions now serve little purpose and Maxim Litvinoff of the U. S. S. R. has had a long conversation with Baron Pompeo Aloisi of Italy.

Might Be Dominion

Some consolation is found in the omission of the word annexation from the Italian declaration. It appears very slender satisfaction, but some people insist that Premier Benito Mussolini has left the door open for discussions as to the precise regime of Ethiopia.

From Italian sources, the Monitor learns that there is being considered a scheme of making an Italian do-

(Continued on Page 2, Column 7)

Failure to Protect Americans Explained

By the Associated Press

Washington, May 12

CONGRESS was told yesterday that the use of a warship to help protect American lives in Ethiopia was considered by the United States—and vetoed—shortly before Italian troops began occupying Emperor Haile Selassie's African Empire. Secretary Hull indicated that consideration of neutrality, involving possible complications both at home and abroad, were the principal factors in the decision.

Likewise, he said, the dispatch of American armed forces to Ethiopia for the same purpose "would have subjected this Government to a charge of flagrantly violating the spirit of neutrality."

Mussolini Plans Demobilization Of Blackshirt Forces

ROME, May 12 (*AP*)—Military sources said today order will be issued soon for dissolution of five of the six volunteer divisions, totaling about 100,000 men, which have done service in East Africa.

The eight regular army divisions in East Africa will be kept under arms.

The volunteer Blackshirt divisions, however, military sources said, were formed for the duration of the war in Ethiopia, and the campaign being over, they would be dissolved.

Volunteers will be given their choice of being brought back to Italy or remaining in the new Italian Empire as settlers.

Among the Blackshirts are the Parini, or "Foreign Legion," made up of Italians resident abroad, including many from the United States and Latin America.

MALTA, May 12 (*AP*)—Great Britain tested the vulnerability of this strategic Mediterranean naval base between Sicily and Africa today in a secret practice mobilization of its defense forces, involving navy, army and air units.

A feature of the naval operations was believed to be the disembarkation of a landing party of demolition experts, in flatboats from submarines.

The World's Day

Its News in Focus

Tuesday, May 12

G-Men—Clean Off Kidnap List

Fourth in a series of raids by G-men in the last 10 days has netted the Department of Justice the last of the publicized kidnapers on the Bureau of Investigation's list—Thomas H. Robinson Jr., wanted for the kidnaping of Mrs. Alice Speed Stoll in Louisville, Ky., Oct. 10, 1934.

When this column reviewed law enforcement May 2, it was on the occasion of the capture of Alvin Karpis in New Orleans.

Five days later, G-men in Toledo, Ohio, apprehended Harry Campbell, Karpis gangster. The same day W. D. Mahan, charged with the $200,000 kidnaping of nine-year-old George Weyerhaeuser in 1935, was taken from an automobile on a San Francisco parking lot and flown to Tacoma, Washington, where, on May 9, he was sentenced to 60 years in McNeil Island Penitentiary.

That capture left only Robinson. Today he was flown from Glendale, California, to Louisville, to face the kidnaping charge, which he is said to have admitted.

Budget Leaks—Britain Presses Inquiry

London—Sir Maurice Hankey has been secretary of the British Cabinet for 20 years, during which time he has known momentous secrets of state. Today he testified that if there was any leakage in British budget secrets, some Cabinet minister must be responsible. The British Government is holding its second session in an effort to ascertain why speculators hastened to insure themselves against higher tea and income taxes. It was as if they had known that the budget provided for higher tea and income taxes. That speculators should enrich themselves through any governmental negligence, or worse, is disgraceful to British thinking.

Strikes—Greek Unrest Quieted

Athens—In the shadow of warships dispatched to Saloniki, Greece has settled the tobacco strike that has hung on since March 25. Despite the battleships, it was apparently not entirely a strong-arm settlement, for the workers were granted 20 to 30 per cent wage increases. Reminiscent of the man who could not take a job on a certain day because he had to march in an unemployment strike, the workers have agreed to return to their jobs after a 24-hour general strike called for tomorrow. Yet the general strike does have a purpose; namely, a nationwide protest of workers against the activities of troops in Saloniki clashes with strikers.

Mussolini—Orders Partial Demobilization

Rome—The Duce began to normalize Italy yesterday. Orders came from the War Department to demobilize partially the military classes of 1911 and 1913, the principal classes called in the Ethiopian war. The

(Continued on Page 3, Column 1)

The Queen Mary—

Her Majesty of the Seas

Signaling completion of the R. M. S. Queen Mary, The Christian Science Monitor today publishes a special supplement.

When the Queen Mary steams from Southampton in quest of the blue ribbon of the Atlantic, Tully Nettleton, a staff correspondent of The Christian Science Monitor, will be on board to report the crossing.

National Dignity Held Injured by Seating Negus's Envoy

Concession Offered But Fails to Satisfy

Italy's Withdrawal Leaves Council Uncertain as to Procedure

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GENEVA, May 12—Baron Pompeo Aloisi and his entire League of Nations delegation from Fascist Italy left Geneva today on sudden orders from home.

They carried with them the secret of Premier Benito Mussolini's hasty instructions of recall. Up until their train pulled out of the closely guarded railway station, the Italians insisted they could not interpret the Duce's command.

Nevertheless, many League observers believed the move was a prelude to a complete Italian break with the League over the question of crushed and annexed Ethiopia.

The Italian action came shortly after the leading members of the League Council had drafted a resolution which, in effect, condemned Italy's annexation of Ethiopia.

Excited Speculation

When Mr. Avenol asked the Fascist envoy the exact significance of the withdrawal, Baron Aloisi replied: "I do not know."

Duce's command threw all delegations into a tumult and excited speculation regarding the real meaning of the withdrawal.

Baron Aloisi himself confessed that he did not know whether Italy was definitely quitting the League or merely turning her back on further discussions in Geneva at this session.

Earlier in the day, the Associated Press had been told by an Italian spokesman that the situation was becoming most difficult for Italy and that it might be "forced," through considerations of national dignity, to leave the League.

Concession Offered

Various council members, sensing this growing danger and anxious to keep Italy within the League fold, had made one concession by midday.

They dropped their plan to pass the resolution drafted in a secret midnight session and arranged, instead, for a presidential declaration to be read by Anthony Eden, British Foreign Secretary, as presiding officer of the Council.

This declaration recapitulated the various essential League decisions on the Italo-Ethiopian conflict since its beginning.

Without directly condemning Italy, this declaration made it clear that the League stands by its previous decision and intimates that sanctions will continue.

Still Unacceptable

According to Italian sources, Baron Aloisi, shown the text of the Council's resolution, said it was "quite unacceptable to Italy."

Recalling previous decisions by the League in the Italo-Ethiopian conflict, the alternative resolution maintained that the situation had not changed juridically, reaffirmed the League policy and announced the Council needed time to reflect on the situation.

The resolution suggested June 15 as the date for a special session of the Council to discuss the conflict.

The conferees abandoned the idea of incorporating into the resolution the doctrine of Henry L. Stimson, former Secretary of State of the United States, refusing recognition to the acquisition of territories by force.

Officials said, however, that this idea was rather implied in the resolution's first draft, which must be submitted to all members of the Council before being presented to the public session.

The Dardanelles

Another Mediterranean problem, it was announced, will soon be brought to the forefront of world affairs. It was stated that the signatories of the Lausanne Treaty will meet June 22 at Montreux, Switzerland, to consider Turkey's demand for remilitarization of the Dardanelles.

The Italian delegates expressed amazement that the Council insisted on discussing the past instead of concentrating on building a solid basis of peace in Europe and reorganizing the League of Nations.

Aircraft Grounded For Ice's Breakup In Far Northwest

Special to The Christian Science Monitor

PRINCE ALBERT, Sask.—All aircraft has been grounded in northern Saskatchewan during the breakup of ice on northern lakes, known as the in-between season, when all travel in the north country is halted.

Airplanes used in the weekly service to Goldfields, thriving Saskatchewan mining town, and in the weekly airmail service to northern Saskatchewan points are being flown to Winnipeg for reinspection and overhaul after a long season.

Flying was possible for 10 days longer over the all-Saskatchewan route during last year than the previous year and involved 52,000 air miles of travel.

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Security Fight in New York Centers Around Aid for All

(Continued from Page 1)

jure up fear of federal dictatorship or interference with regard to the care of dependent children, the crippled, health work, vocational rehabilitation and the other activities covered by the eight-point bill.

"Certainly if they do not fear loss to the State through withdrawal of funds by the Federal Government in connection with old-age assistance, they cannot raise that objection with regard to other similar social activities which, as a matter of fact, will cost far less and be less difficult to discontinue if ever found unnecessary.

Inconsistency Is Charged

"If the Republican members of the Assembly were basing their opposition to the eight-point social security bill upon the objections raised by the spokesman for the Republican Assembly in his radio address of May 8, I could well understand their saying that they would have no part of the social security program: that they would accept no federal aid of any kind;that they would refuse to co-operate with the Federal Government; that they would insist on our going our own way regardless of what the Federal Government does, regardless of how it affects our own handicapped people and the taxpayers of the State.

"That position while, in my opinion, unfortunate in the extreme, would at least be consistent. There is no consistency, however, in an acceptance of one part of the program which calls for federal cooperation and federal grants and the refusal of the same moment to permit the people of the State to secure benefits from the other several parts of the program. . . ."

Thinks He Stands Alone

The Governor said he was unwilling to believe that the thought voiced by Mr. Wadsworth represented the great rank and file of the Republican Party or that of most of the Republican members of the Assembly.

"I know from my own associations with many of you that you are as deeply concerned with the welfare of the people of the state and those who unfortunately need our help as I am or anyone else within the boundaries of the State," he continued.

"What a ghastly and hopeless future we would be facing if we accepted the philosophy of the spokesman of the Republican Assembly. If he were right, we would have to scrap all the social and labor legislation that we have enacted in this State during the past 25 years of sacrifice and effort.

"If he were right, then great governors like Theodore Roosevelt, Charles Hughes, Alfred E. Smith, Franklin D. Roosevelt and you men of the Legislature who backed their efforts, would have toiled for naught, and the wearisome struggle for social security would have turned to dust.

"If he were right, we . . . would have to confess ourselves a weak, impotent and helpless nation.

The Duty of Government

"Years ago we in the State of New York realized that the function of government went beyond the institutional care or the mere clothing and feeding of the indigent and that it was the duty of government ever to strive toward securing greater social security for its people.

"If this bill be killed on the plea of the spokesman of the Republican Assembly that "there is no such thing as social security and that all government should do is to make an attempt to alleviate the suffering of those who, through no fault of their own, find themselves destitute, there will have been struck against the social philosophy of modern government the most crushing and the most devastating blow within this generation.

"The adoption of this comprehensive eight-point bill means that the State of New York is forward looking, that it is progressive, that it is willing to recognize and discharge its responsibility to the thousands of less privileged citizens. The extension of these social services to our old people, mothers, crippled children, blind and sick should not be made a political matter. All parties should join in extending these services. . . ."

Mexican Clash Fatal

MEXICO, D. F., May 12 (AP)—Dispatches from San Juan del Rio, Queretaro, reported today one man was killed and five wounded in a clash between a crowd and bodyguards of former Gov. Saturnino Osornio. The dispatches said Queretaro health authorities, in view of increasing sickness there, ordered schools, churches and other public places closed. Mistaking this precautionary action for new official action against places of worship, crowds gathered around the churches. The reports said attention turned to Osornio when the former Governor and several of his men passed.

Mexico Battles Rebels

MEXICO, D. F., May 12 (AP)—A five-hour battle between rebels and government troops, in which 13 of the former and 8 of the latter were killed, was reported May 10 from Guadalajara, capital of the State of Jalisco.

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G. O. P. Seeks 'Brain Trust' Key Man

Job Waits University Man Foreign Affairs Expert Who Has Written Book

Yale Man Declines

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12 — The Republican National Committee, it is learned, is looking for a recognized academic authority on foreign affairs to fill one of the key posts of its new "brain trust."

The individual should come from one of the better known universities, should preferably have a national reputation, should be the author of a book or two, and have at least a couple of higher degrees, while it will not be considered any bar to his appointment if he has shown a critical viewpoint to recent Roosevelt foreign policy. Applicants for the position should apply to Prof. O. G. Saxon, "brain trust" chief-of-staff, Republican National Committee, Washington, D. C.

Is Difficult Post

The choice of the foreign expert of the brain trust, it develops, is proving unusually difficult. The entire membership of the Republican group is being recruited from the academic world, and comprises either active teachers or emeritus professors from colleges over the United States.

The similarity in methods and composition to a small college has been a striking feature of the development, but in the key post of international affairs the authorities have had no success thus far in drawing the man they want.

It is learned that Prof. Edwin M. Borchard of the Yale Law School, a strongly nationalistic protagonist of American neutral rights, and freedom of the seas was asked to take over the job, but declined.

Will Advise from New Haven

He has agreed, however, it is understood, to accept an advisory position, and give what assistance he can from New Haven. What the Republicans want, however, is somebody to take on a full-time job, beginning about June 15, as soon as the Republican candidate is known and providing, also, that the candidate approves the elaborate advisory council of professors that is being established.

Getting the right man for the foreign affairs post on the Republican "faculty" is proving exceptionally difficult. It is found to be a subject surrounded with prejudices and emotions, and a surprising lack of agreement among party leaders themselves. Dr. Borchard is a well known figure in the academic field on this subject, frequently having presented his viewpoint in Washington, and in some instances being associated with Senator William E. Borah (R) of Idaho.

Strong for Freedom of Seas

Dr. Borchard is a strong supporter of the old freedom of the seas doctrine, which demands the right of American neutral ships to trade with belligerents in time of war. This brought him into conflict with Henry L. Stimson, Secretary of State under former President Hoover, who sought to revise the old American neutrality policy, and it has aligned him also with some of the Senate extremists like Senator Hiram Johnson (R) of California and other isolationists against Secretary of State Cordell Hull's policies under the New Deal.

Outside of the post of foreign affairs adviser, the Republicans are ranging far and wide in their search for academic material. It is understood that some of them would have liked to sign up Dr. Neil Carothers, director of the college of business administration at Lehigh University and vigorous New Deal critic, but his close connection with the American Liberty League was an obstacle.

Yale Man Is Organizer

The man who is signing up the academic group is Dr. Saxon, "brain trust" chief-of-staff, a professor of business administration at Yale, who is now spending a large share of his time at the capital. Dr. Saxon corresponds roughly to the "prexy" of the new Republican faculty, resembling the business-man type of president so frequently found in small colleges. As "dean," there is Dr. Rufus S. Tucker of Harvard who is the director of research statistics, and an ardent opponent of New Deal economics.

Most colleges also have an important board of trustees with power to pull the financial strings from the background. If there is any wire-pulling in this instance it is by William B. Bell, president of the American Cyanamid Company, and money collector for the committee.

There Are Several Groups

Like the average college faculty also, which is divided into different economic castes of professor, associate professor and humble instructor, the "Brain Trust" recognizes such distinctions. Newspaper accounts have generally lumped all the "Brain Trust" members, but actually there is a first and second line group.

Prominent personalities are selected for the first group, which includes such men as Dr. Charles J. Bullock and Dr. Thomas Nixon Carver, two emeritus professors of the Harvard faculty, and Dr. Niles W. Carpenter, a professor of sociology at Northwestern. In the second rank are Prof. V. O. Watts of Antioch College, who will act as assistant to Dr. Carver, and Prof. Frank H. Gane of Kansas University, an assistant to Prof. Frederick A. Bradford, the brain trust authority on banking and currency.

Just as the average college president takes a quiet satisfaction in the academic distinction of his faculty, and the wide range and distribution of their degrees, so Professor Saxon is making this a factor in his collection of first line professors, though it is of less importance in the second group. A further list of authorities is being signed up in a consultive capacity. The original announcement by Henry P. Fletcher, Republican national chairman, said that the entire brain trust staff might run to 80.

Members of the group are being signed up from around June 15 to Sept. 15, which roughly corresponds to the academic vacation period. Rates of pay run about the same as a good-sized college faculty, with a distinction between the first string and second string professorial teams.

Labor Group on Trail Of New Deal Enemies

By the Associated Press

Washington, May 12

"LABOR'S NONPARTISAN LEAGUE," an organization working for the re-election of President Roosevelt, said today it was out to "contribute to the complete unmasking of the offensives" of groups it said were trying to defeat the President.

In a statement after a conference with Mr. Roosevelt, George L. Berry, president of the league, and New Deal coordinator of industrial co-operation, and John L. Lewis, chairman of the league board and head of the United Mine Workers of America, said they had informed the Chief Executive of the purpose of their organization.

Borah Faces Real Test in Ohio Fight Against Son of Taft

Big Vote Expected

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12 — Another crowded and important week of political primaries and conventions opened, with attention concentrating on Senator William E. Borah's last chance today in Ohio on amassing a really strong popular vote behind the threat to the "Old Guard" G. O. P. leaders which he intends to carry to Cleveland.

In the Ohio primary Senator Borah tests his strength with the favorite-son candidacy of Robert A. Taft, son of the former President. He has made more speeches and stumping tours in Ohio than in any other state where he was running this year, and has concentrated upon the issue of favorite-son candidacies, declaring them to be a method of deluding the voters.

Much Depends on Ohio

Thus, if Senator Borah is to retain real prestige and any remnants of power to take to the Cleveland convention, his Ohio showing must be respectable. Nobody expects him to win. But an indication that his old-school liberalism is still attractive to general farming populations, or even workers in small industrial cities, would be useful in restoring the influence he hopes to bring to bear upon selection of the Republican candidate.

The Idaho Senator does count on one state this week, Oregon, which votes on May 15. With its electoral votes, coupled with those he picked up in Wisconsin, his own Idaho and the adjacent states, he will have a compact though small bloc at Cleveland. But it requires strength in outside areas, such as Ohio, to make the Senator a contender with real authority, not as nominee himself but a directive influence.

Meanwhile, Gov. Alf M. Landon's confident managers were counting Southern delegations today, figuring that 93 out of 208 delegates were safely theirs. They do not expect it will be possible for Old Guard leaders to amass a solid block of Southern votes to use in a "stop Landon" movement. Usually, the Southern Republican delegates are amenable to various forms of influence. This year, the Landonites claim that almost half of them are on the bandwagon in advance.

There will be contesting delegations in Louisiana, Mississippi and South Carolina, and decision on seating of the Landon or non-Landon group will be the first test of the Kansas Governor's strength on the convention floor.

How They Tally South

The Landon managers were counting on the following delegates from 13 Southern states. Arkansas, 7; Florida, 9; Georgia, 11; Kentucky, 18½; Oklahoma, 21; Tennessee, 15; Virginia, 12. In North Carolina, they expected 18 of the state's 23 votes on the second ballot, after being cast on the first ballot for one of the least known favorite son candidates to be heard from: Judge Isaac M. Meekins.

Senator Borah is running only 35 out of 52 delegates in Ohio, and bucks the solid state organization. Although the organization group will nominally be instructed for Mr. Taft, many of their votes are expected to swing early to Governor Landon.

On the Democratic side in Ohio, Col. Henry Breckinridge has made things lively by filing an insurgent candidacy, as in Pennsylvania and Maryland.

Senator Borah's campaign does not end at the polls. His managers have filed sweeping charges of fraud in the Illinois elections, although absolving Col. Frank Knox, his opponent, of personal complicity. Letters to Homer Cummings, Attorney General, and other legal authorities, have presented the Borah charges.

Former President Hoover is again back on the political scene, after the "victory" of the uninstructed slate of delegates he backed in California, over the Landon slate supported by a Hearst-Merriam combination. He is in Chicago en route to Philadelphia, where he delivers an address on May 14. A gauge to Mr. Hoover's present position in the Republican campaign is given by the ease with which he has slipped East.

The week's full schedule of primaries and conventions follows:

Tuesday: Ohio presidential primary; West Virginia primary; Delaware, North Carolina, and North Dakota Democratic conventions; Vermont Republican convention.

Thursday: Vermont Democratic convention.

Friday: Oregon primary and Democratic convention.

Saturday, Neveda Republican convention.

New Jersey, where a rival Borah-Landon slate is in the field, votes on May 19, and winds up the really significant pre-convention voting.

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British Gain Backing On Italian Sanctions

(Continued from Page 1)

minion on the model of British India. Under this plan the Ethiopian rases would then have a status not dissimilar to that of the Indian princes. Just as India has separate representation at Geneva, so, if the new organization were completed, Ethiopia would have its representation.

As to Seating Mariam

Meantime the problem of representation of a government which, according to Baron Aloisi, does not exist after the flight of the Negus is somewhat perplexing the Council. Baron Aloisi challenged Blaten Gueta Woelte Mariam's credentials as Ethiopian delegate. If he sits, the Italian delegate cannot—on pain of recognizing the Ethiopian Government—remain at the Council table. If the Council refuses to allow Mr. Mariam to sit, then it would appear to acknowledge Italy's claims. For the time being, the old comedy of Baron Aloisi leaving the table when Mr. Mariam is there, only to return when Mr. Mariam has gone, apparently continues.

Hu Han-min

Special to The Christian Science Monitor

HONG KONG, May 12—Hu Han-min, who passed on here today in virtual exile from China, once collaborated with Dr. Sun Yat-sen, founder and first President of the Chinese Republic, and became one of China's most powerful political leaders.

His residence in Hong Kong, British crown colony, was due to differences with Gen. Chiang Kai-shek, dominant Chinese leader. The two have been opposed for years. In 1931, Mr. Hu was driven from the office of President of the Legislative Yuan at Nanking, and imprisoned in Nanking by General Chiang's order.

When the Japanese invasion of Manchuria later in 1931 brought about a partial entente between Nanking and the dissident Cantonese of South China, where Mr. Hu had considerable influence, he was released upon Canton's request.

Not trusting General Chiang, however, he took up residence in Hong Kong, and later in France. He returned from France last January in response to a request from Nanking. It was said he would resume high office in the Nationalist Government, but he remained in Hong Kong.

Many Vessels Ply the Thames

Special to The Christian Science Monitor

LONDON—On the average 1241 vessels pass up and down the Thames River in the London area every 24 hours, the Port of London Authority discloses after having recently completed a month's census of river traffic in Woolwich Reach, about nine miles from London Bridge.

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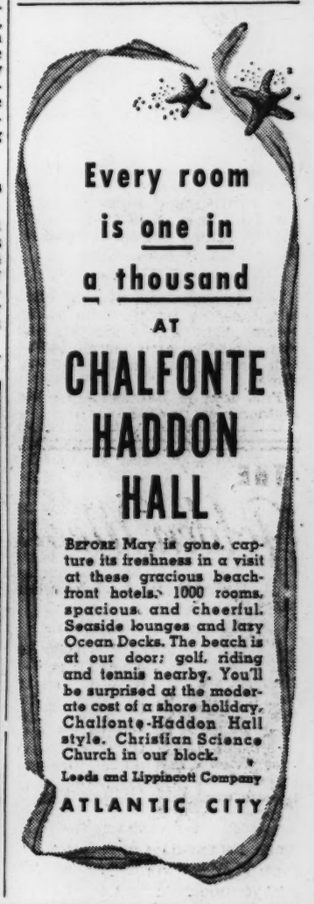

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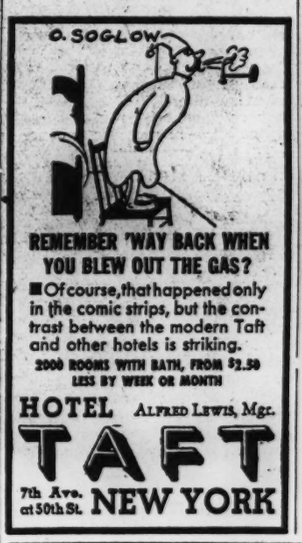

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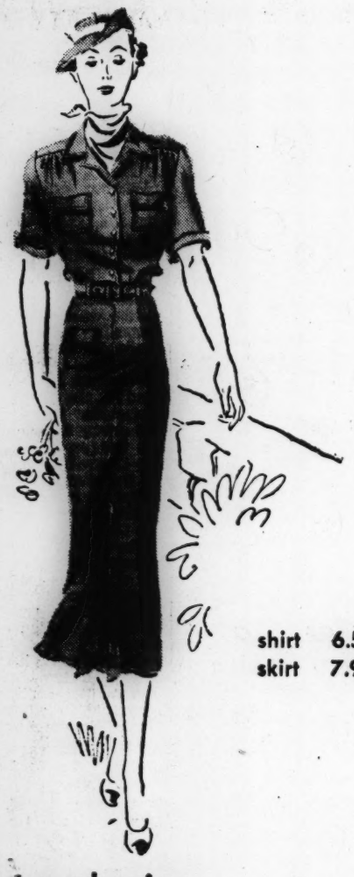

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The World's Day

Its News in Focus

Continued from Page 1

Associated Press found that this decree was interpreted throughout Italy as meaning that the war was definitely at an end and that the Duce anticipated no further complications as a result of his annexations of Ethiopia.

Jobless—Start Siege in Pennsylvania

Harrisburg, Penna. — After the example of New Jersey and St. Louis unemployed, an army of 700 Pennsylvania jobless squatted in the state farm show building here. John A. Muldowney presided at a mass meeting of the pre-emptors and later declared, according to the Associated Press, that they would remain "indefinitely," unless their relief demands for $14,000,000 were met. The Pennsylvania situation is like that in New Jersey.

Kremlin—Campaign to Beautify Nation

Moscow — Dictator Stalin recently declared that life in Russia "has become more joyous." And by way of italicizing this statement, 3000 women, with

Nods and Becks and wreathed Smiles

sang and tossed flowers to Stalin before the Kremlin. The songs were gay, the flowers were nosegays and all went merry as a wedding bell. Stalin, whose name means steel, caught the floral missiles and banked them on the platform. Stalin, the more pedestrian and granite-like of the dictators, was later presented with an embroidered shirt. It all marks the opening of a campaign to beautify and cleanse the nation.

Hindenburg Flies East, 900 Miles Off Coast, Radio Says

NEW YORK, May 12 (AP)—The Zeppelin Hindenburg, her silvery hull glittering in a bright sun, was reported 900 miles out of New York City at 11 a. m., E. S. T., today on the first leg of her homeward journey to Friedrichshafen, Ger., from Lakehurst, N. J.

Mackay Radio, which reported the airliner's position as latitude 45.26 north, longitude 54.56 west, estimated the ship's average speed so far at 64 knots. When her last position was plotted she was heading due east.

This led to the belief that her navigators were following the northern shipping route flown by the British dirigible R-100 on its flight to Montreal several years ago.

Embarking on the second half of the first of 10 planned round-trips across the Atlantic this summer, the giant airship slipped through the mists over New York Harbor shortly before midnight yesterday. She carried 48 passengers.

HALIFAX, N. S., May 12 (AP)—The German zeppelin, Hindenburg, heading into the sun on its return flight across the Atlantic, was sighted by early morning risers today along Nova Scotia's southern shore.

First seen at Barrington, on the southernmost tip of the province, the airship appeared to be following the coast line. It was reported a few minutes later passing over Lockeport.

Dr. H. L. Mitchner of Barrington said he saw the zeppelin at 4:03 a. m., eastern standard time, proceeding in a northeasterly direction.

Several Flying Ocean Just for Pleasure Trip

LAKEHURST, N. J., May 12 (AP)—Some of the 48 passengers making the homeward flight on the Hindenburg arrived at the airport several hours before the scheduled departure.

Col. Charles E. Bartley, Chicago, said he expected to be received by the Reich leader, Adolf Hitler, when he reaches Germany.

Paul Mack-Hale, Worcester, Mass., restaurant owner, said he was "not interested" in seeing Hitler or any other European dictators. Both he and Colonel Bartley are making the trip for pleasure. He has reserved return passage on the Hindenburg's second westward crossing.

A 14-year-old Boy Scout, William Gogan, of Cleveland, Ohio, is making the flight with his uncle, Joseph Gogan. Young Gogan plans to visit European Scout organizations while abroad.

George J. Busch, Summit, N. J., diamond merchant, said he is making the trip for business reasons. He expects to visit the diamond trade centers at Amsterdam and Antwerp.

Lieut. Commander J. M. Thornton and Lieut. H. T. Orville, United States Navy, are aboard as official observers for the Navy Department. In connection with their mission, Commander C. E. Rosendahl, commanding officer at the naval air station here, expressed the hope American interest in lighter-than-air craft would be revived as a result of the Hindenburg's performance.

Zeppelin Heads Home With 47 Passengers

LAKEHURST, N. J., May 12 (AP)—a new "Hindenburg line" was being drawn today—but this Hindenburg was a silver queen of commerce, and the line was being drawn across the skies between Lakehurst and Frankfort-on-Main, Ger.

With 48 passengers aboard, the zeppelin which spanned the Atlantic so swiftly last week, lifted her stubby nose toward stars that studded a cool spring night, made a hurried courtesy call on New York City, and then headed out over the Atlantic.

The Hindenburg was starting the return journey of the first of 10 round-trips planned for the summer between Germany and the United States—trips which Dr. Hugo Eckener, president of the Zeppelin Company, hopes will bring the establishment of a permanent German-American commerce in the north Atlantic skies.

The airship lifted gracefully from the Lakehurst Naval Air Station at 10:27½ p. m. (E. S. T.), headed into the southerly wind for a mile, circled eastward and then pointed its silver nose to the north.

Within an hour it passed over New York. From there its course followed the great circle route, the shortest path to Europe, over the Atlantic.

Its officers were hopeful of reaching the home port at Frankfort-on-Main in six or seven hours under the record time of 61 hours 57 minutes it established on the westward trip which ended here at dawn Saturday.

Strikers Picket Ship

NEW YORK, May 12 (AP)—The Grace Liner Santa Rosa sailed on schedule Saturday despite a mass demonstration at the pier by insurgent members of the International Seamen's Union and their sympathizers. Police said there were 700 persons in the demonstration. The group picketed the ship as it sailed for the Pacific coast in protest against the wage agreement signed by union leaders with shipping companies in March.

Better, Brighter Broadway Forecast

Members of association at 25th anniversary hear Mayor LaGuardia tell of improvements planned for one of the world's most celebrated thoroughfares.

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 12—Brighter opportunities and even more lights for "the great white way" were forecast by Mayor Fiorello H. LaGuardia when he addressed members of the Broadway Association, observing the twenty-fifth anniversary of their civic organization at the Astor hotel here yesterday. Improvements now under way or planned will make the entire city, as well as Broadway, more beautiful, comfortable and convenient," he said.

"Too much has been sung about Broadway and too little has been done about it—that's the trouble," Mayor LaGuardia continued. "If we can stop singing long enough, we can bring back the street to its former more attractive condition."

Street Car Removal

Removal of street cars and tracks from lower Broadway, begun during the winter, will be followed by other efforts to improve traffic conditions, he said, stressing that the Third Avenue Railway Company, which holds a franchise in perpetuity to use Times Square, should follow the practice of other transportation agencies and surrender such rights in return for a motorbus franchise.

Emphasizing that the success of Broadway did not depend upon cheap gambling devices and mechanical skill games, held to be in violation of the law by New York courts, Mayor LaGuardia declared that he would enforce such legislation vigorously and impartially.

Joined With the New

Old Broadway joined with the new in observing the birthday anniversary of the Broadway Association when Miss Kaye Mayhew, said to be the oldest Broadway actress, and Isaac D. Einstein, represented as the oldest Broadway merchant, participated in the program, which included the cutting of an enormous frosted cake.

That Broadway would receive an enormous stimulus in its development from the world's fair to be held here in 1939 was suggested by George McAneny, chairman of the board of the New York City World's Fair Corporation.

Fair in Itself

"New York City is a world's fair in itself, and has not attempted anything like the present program for 84 years," he said. "It has left that to other cities.

"With the celebration, Broadway will still remain the center of New York, and will be what it has always been, except in a larger manner than ever before. There is a great epoch in store for Broadway."

The observance today was preceded by a special broadcast called "Echoes of New York Town," under the auspices of the Consolidated Edison Company, Inc., Sunday night. It brought to radio audiences the popular songs of 25 years ago as sung in New York City.

Brown Brothers

They're 48 Years Apart

Bowling Green, Broadway, of Today Is Shown in Upper Picture and as It Appeared in 1888 in the Lower

Weyerhaeuser Kidnap Case Marked 'Closed'

TACOMA, Wash., May 12 (AP)—Department of Justice agents have marked the George Weyerhaeuser kidnaping case "closed," with its three perpetrators serving prison sentences totaling 125 years.

Only the whereabouts of some $65,000 in ransom money remained unknown, at least publicly, when the department chalked up its third victory in the case here Saturday, with sentencing of William Mahan, reputed "head" of the gang.

Mahan is in McNeil Island penitentiary beginning a 60-year prison term. Though he offered no resistance when arrested in San Francisco last Thursday and refused the court's offer to appoint an attorney to represent him, Mahan apparently kept his silence about the unaccounted portion of the $200,000 ransom paid by J. P. Weyerhaeuser, Tacoma lumber company official, for release of his son on May 31, 1935.

Harmon Waley is serving a 45-year sentence in Alcatraz penitentiary, and Mrs. Margaret Waley a 20-year term in the Milan (Mich.) women's prison, for their part in the kidnaping.

Mayors Reject Nazi Bid

NEW YORK, May 12 (AP)—Mayor Fiorello H. LaGuardia, president of the United States Conference of Mayors, disclosed Saturday that he had refused to attend an international conference of mayors in Berlin next month because he objected to the Nazi Government's policies. Paul V. Betters, director of the United States conference at Washington, D. C., was asked to inform the State Department that neither Mr. LaGuardia nor any other conference member would attend the June 7 meeting.

Issues of Hour Pushed to Fore By Liberal Prohibitionists

Special to The Christian Science Monitor

NIAGARA FALLS, N. Y., May 12—In the convention of 1936, the Prohibition Party has nominated for President a man who is declared to have repudiated the party while a national officer; it has nominated for Vice-President a man not known to be affiliated with the party but who, according to his sponsor, would become a member of the party if made its candidate.

For more than 40 years the Prohibition Party has been denouncing the so-called "good man theory." The party claims that no man, no matter how good he may be, can accomplish anything, politically, unless he is upheld by the party that selects him. Conversely, the party can hope to make no progress toward its objectives unless the candidate nominated upholds the party's professions.

Conservative Prohibitionists express the belief that Mr. Colvin is an ideal presidential candidate, because he ardently desires the elimination of the liquor traffic which he denounces vigorously.

Liberals, on the other hand, observe that, in his keynote address, Mr. Colvin devoted the greater part of his time to the subject of liquor and its evils, and took only the last few minutes, when his time was nearly up, to refer briefly to other related issues. Liberals, moreover, refuse to uphold "the outrageous conduct of 1928."

At that time, they say, Mr. Colvin, the national chairman, declared that the only way to prevent repeal of the Eighteenth Amendment was to elect Mr. Hoover. To this end, he attempted to nominate Mr. Hoover on the Prohibition ticket. When this failed, he made an effort to have the Prohibition ticket withdrawn. When this also failed, Mr. Colvin, it is claimed by the Liberals, repudiated the party and worked for the election of the Republican nominee.

In 1932, Mr. Colvin and others tried to nominate Mr. Borah of Idaho as the Prohibition candidate for President. It is understood that, when Mr. Borah was offered the nomination, he suggested that the Prohibition Party nominate its own candidate.

The Liberals explain this situation by showing that many conservatives are new recruits who are unfamiliar with either the history or the philosophy of the party. Liberal leaders express regret that so large a proportion of these newcomers are allowed to determine the party's destinies.

The Liberal leader, Mr. Kidder, asserts that a policy should be adopted that will advance the party further toward political victory. He holds that the party should, without alienating the moral and religious element of the electorate, offer a constructive program to big business, the intellectual class and other influential groups. He insists that the party must give voters convincing arguments on the issues of the hour.

Wheat Pool Sends $7,000,000 Cash To Canadian Farmers

Special to The Christian Science Monitor

REGINA, Sask.—Farmers of Saskatchewan, Manitoba and Alberta, or their creditors, have received checks aggregating nearly $7,000,000 in recent weeks, the final payment for wheat or coarse grain delivered by members to wheat pool elevators during the 1930-31 crop season.

Checks were sent to all pool growers whose initial payment on the 1930 wheat crop was on a basis of less than 60 cents for the highest grade wheat.

Of the wheat payments, Saskatchewan received more than $3,000,000, Alberta about $2,750,000 and Manitoba more than $600,000. About 45,000 Saskatchewan farmers were paid. About half of this amount has been assigned to creditors already.

Saskatchewan farmers who participated in the coarse grain pool, will share $304,789 and Manitoba farmers will receive $54,833. These participating in the distribution are growers who received less than amount of the highest initial payment in that crop year.

Delivery of the checks writes "finis" to a novel chapter of Canadian agricultural history which started in 1930 when the Dominion Government took over 76,000,000 bushels of unsold wheat pool grain. The wheat was held off the market to form the basis of stabilization operations and to prevent a price collapse.

There has been a considerable conflict between the wheat pool and the Dominion Government over the amount of the settlement.

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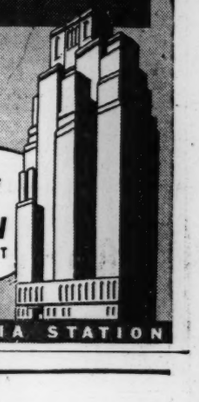

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+ + + +

The Christian Science Society of Hamilton welcomes visitors at its weekly meetings.

Further information and literature from your tourist agent; the Manager in Bermuda; or Bermuda Hotels, Inc., 500 Fifth Ave., New York, PEnnsylvania 6-0665.

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Can coffee be free from harmful stimulation?

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That's just what we've done with Kaffee-Hag Coffee. We've removed the caffeine from the world's finest coffee by a method so skilful that no flavor is lost. In Kaffee-Hag you can enjoy a breakfast cup that is not a cereal substitute, but rich in the flavor only fine coffee has.

Try Kaffee-Hag Coffee today. Make it good and strong. You'll find it as delicious as any coffee you ever used, and it's 97% free of stimulating caffeine.

(Pronounced Koffee-HAIG)

KELLOGG CO., Battle Creek, Mich.

Send me a trial can (not a sample) of Kellogg's Kaffee-Hag Coffee (97% caffeine-free). I enclose 15c in stamps.

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Mr.
Mrs.
Miss

Street

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I prepare coffee by

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You'll never know how BIG and FINE a car you can get for less than $1,000*...

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1. *Has it the comfort and luxury of a 125-inch wheelbase?*
2. *Has it fine-car engineering throughout?*
3. *Is the advertised price the price of the sedan?*

"ONE OF AMERICA'S MOST DISTINGUISHED MOTOR CARS"

WHEN YOU BUY a car in this price class you have every right to expect a really big, a really luxurious car—with genuine, *fine*-car engineering throughout.

The Nash Ambassador has a 125-inch wheelbase. Compare it in this important respect with its nearest competitors!

The Ambassador is not a "scaled-down" model in any sense. There has been no "skimping" in upholstery or in fittings. And it brings you engineering advantages usually reserved by other manufacturers for cars priced much higher than the Ambassador. You get the famous Nash Twin-Ignition engine, for example. You get big, super-hydraulic brakes, the protection of a rugged all-steel body with steel top, and many other expensive-car features.

Yet the prices of these luxurious, big Ambassador sedans, *including* built-in trunks, range from only $835 to $995*. See the Ambassador at the nearest Nash-LaFayette showroom. Or better still, drive it! The Nash Motors Company, Kenosha, Wisconsin.

AUTOMATIC CRUISING GEAR available at slight extra cost. Reduces engine revolutions ⅓ at high speeds. Saves up to 25% in gas; up to 50% in oil!

How the Nash Ambassador compares with its 4 leading competitors

CAR	WHEELBASE	PRICE RANGE 4-DOOR SEDANS*
Nash	125 inches	$835 to $995
Car A	118-122 "	$885 to $1090
B	118-121 "	$875 to $1045
C	115-121 "	$820 to $935
D	120 "	$1115

*WITH TRUNK

CAUTION: An advertised price is often for the smallest coupe in the line—not for a sedan!

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(*at the factory. New Nash "400", Standard and DeLuxe models, $665 and up, LaFayette, $595 and up. All prices f.o.b. factory, and subject to change without notice. Special equipment extra. Convenient, low monthly payments through* NEW 6% C.I.T. BUDGET PLAN)

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Call Kenmore 3870
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Complete assortment of capes and scarfs
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If you designed your own shoes

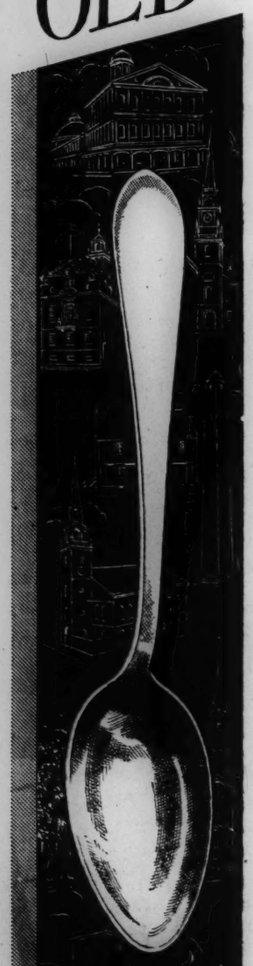
YOU'D PROBABLY DO IT THIS WAY

These famous shoes were designed with you in mind. They contain what we believe you would put in a shoe if you designed it yourself. Comfort? Of course! And fashion? Certainly! Just try them on, 7.75 to 10.75

Ground Gripper Knickerbocker and Physical Culture Shoes

E. W. Burt & Co. Inc.
"A New England Institution"
17 West Street, Boston

We are Proud to Present
"OLD BOSTON"



A true Colonial pattern made by Gorham exclusively for Smith Patterson Co!

"Old Boston" traces its ancestry authentically to the finest of Early American design. In every detail is this evident,—in grace of line, in rounded sides and tip, in the simple detail which completes the back of each piece, and in the perfect balance of its substantial weight.

Tradition and modern craftsmanship of a high order are here happily combined and the result is a perfect sterling silver pattern for New England brides and hostesses who appreciate beautiful Colonial things.

And surprisingly enough the cost of "Old Boston" is no higher than other sterling silver patterns. We would like to show it to you. When you see "Old Boston" you will understand our pride in it and recognize its excellent value. If it is not convenient for you to call, sample pieces and a price list will be sent on request.

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An Accommodation Account may be arranged to suit your individual budget.

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DIAMOND MERCHANTS
JEWELERS AND SILVERSMITHS
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Teacher's Oath Law Attacks At Methodist Parley

Special to The Christian Science Monitor

COLUMBUS, Ohio, May 12—Two Boston clergymen stood among the first seven on the initial ballot for three Methodist Episcopal Bishops announced here last night, and promptly took the general conference platform and withdrew from the race. They were Dr. Lewis O. Hartman, editor of Zion's Herald, and Daniel L. Marsh, president of Boston University.

They were followed today by Dr. G. Bromley Oxnam, president of DePauw University, Greencastle, Ind., who lacked 47 votes necessary for election.

The leading contenders for Episcopal honors are Dr. Wilbur E. Hammaker, pastor, Youngstown, Ohio; Charles W. Flint, Chancellor of Syracuse University, and H. W. McPherson, president of Illinois Wesleyan, Bloomington, Ill.

Educational interests of the church have been given right of way today. Joseph M. M. Gray, Chancellor of American University, Washington, D. C., delivered the academic conversational address on "Education at Bay" with more than a score of college and university presidents on the platform.

Challenge to Education

"Contemporary education," said Chancellor Gray, "is faced with the challenge of those forces which, no less powerful because insidious, are seeking to regiment human interests, activities and relationships to uniformity of political theory and economic order. Education must keep itself unregimented, because knowledge is confined within no parallel lines; its field is uncircumscribed and its process must be free, or it ceases to be knowledge and becomes, instead, insulation."

Attacking teacher's oath bills the speaker said, "an oath of loyalty can be justified if it is universally applied, but to demand an oath of loyalty from teachers while not from radio priests, Townsend-plan prophets, preachers addicted to general omniscience, liquor salesmen with microphonic voices, congressmen with nothing more significant to say than an urge to say something and professional patriots, determined to save us from the horrors of pacificism and the disgrace of a Federal Treasury with any money in it—such a loyalty oath is not alone an imposition of tyranny, it is an attack upon the essentials of democracy which no precedents can shelter and no social morality can endure and long survive."

Educational Report

Reports submitted by Dr. Frederick C. Eiselen of Chicago, executive secretary of the denomination's board of education, showed five Methodist universities, five graduate schools of theology, 35 colleges, and 12 colleges and professional schools for Negroes. In addition there are about 70 Wesley foundations or student centers operating in state and private universities in the interest of 50,000 Methodist youth enrolled in such institutions.

A group of persons larger than the population of Chicago and suburbs is enrolled in the Sunday church schools maintained by the 14,200 pastoral charges in the United States, Dr. Eiselen's report said. More than 500,000 persons are in service as voluntary workers in these schools. Special attention is given to the development of adequate leadership training through 80 courses being used by a faculty of 6500 pastors and others.

The Board of Education administers a student loan fund, which to date has helped 48,000 young persons to complete college courses. The aggregate of loans made during the 60 years of the fund's existence being $7,281,699.

Bishop Urges Methodists To Drive Out Soviet Reds

COLUMBUS, Ohio, May 12 (AP)—A demand that Methodism drive Russian Communism from the United States was made May 9 by Bishop Adna L. Leonard of Pittsburgh, before the Quadrennial Conference of the Methodist Episcopal Church.

"We cannot stop at the destruction of such evils as slavery, the liquor traffic and gambling," the conservative church leader declared.

"We must go straight through and make it impossible for Communism to have any place under the Stars and Stripes."

Conference leaders interpreted the Bishop's speech as an attack on the Methodist Federation of Social Service, which has advocated a planned social economy program.

Bishop Leonard has been a leader in opposing alleged radical factions of the church.

"The members of the conference have a grave responsibility in action they must take on this ultra-radical question (approval of a planned social economy), for upon their decision rests future problems that may deplete our church of its finest, bravest souls."

He asserted that it was time for those who oppose Fascism and war "under the guise of being true Christians and Americans to declare whether they are for Communism or not."

Prominent at National Congress of Parents and Teachers

Studio of J. L. Hudson Co.
Mrs. J. K. Pettengill
Vice-President of National Congress of Parents and Teachers

Dr. G. Bromley Oxnam
President of De Pauw University, Greencastle, Ind.

Acme
Mrs. B. F. Langworthy
President of National Congress of Parents and Teachers

New Methods Urged In Character Work

(Continued from Page 1)

told the members of the convention last night that the precept system in character building is passing and that participation in activities which build up character must be adopted. This, he said, leads to three things—to social consciousness, a world consciousness and to a development of a recognition of God in terms of Fatherhood.

Social consciousness brings the ability to participate together as a group in home activities where right habits can be formed, he said. He further urged the development of a world consciousness that will not allow people to be propagandized by twisted facts about world neighbors.

Into Changing World

The present character forming home is being flung into a character changing world, he declared, and it is therefore necessary to make adjustments. He warned against the development of class consciousness which, he said, many people were accepting without being aware of it.

The parent teacher organization voted to endorse the Neely-Pettingill bill now up in the national Congress to abolish compulsory block booking and blind selling of motion pictures. A minority of the members favored a resolution to urge a national commission to regulate the motion picture industry, but the majority opposed this on the ground that a national commission might fall into the hands of politicians and motion picture interests and not accomplish that for which it was intended.

A message from President Roosevelt was read at the opening meeting yesterday, commending the organization of 2,000,000 members on the work they are doing for the children of America.

Tugwell's Movie Shown on Screen With Soviet Film

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12—Prof. Rexford Guy Tugwell's resettlement administration invited a select audience the other night to the grand ballroom of a leading Washington hotel to see its first movie: the $60,000 "The Plow That Broke the Plains."

Not wishing to spotlight too glaringly their first film, the resettlement people placed on the program with it two British films, Russian, German and French propagandist pieces. The result was unexpected.

For the only film really comparable to the American effort was the Russian production, and it showed the happy, rollicking peasants in the "flowering land" beside the Dneiper, as contrasted with the miserable, starved, exiled farmers of the American plains fleeing in their broken-down motorcars and trucks from devastated lands in the "dust-bowl."

Political Flareback Feared

A good deal of political backlash is expected from the experiment, for the contrast between idyllic Russians and ruined Americans was very strong. The chief British picture, showing the hoped-for rescue of England's industrial areas from their present smoke and ugliness by national electrification, was relatively noncontroversial, although it did reveal pretty pointedly the beauties of public development and control of electric power.

The Russian film was technically excellent, in many ways superior to those regularly shown in sumptuous state by the Soviet Embassy here. Many of the Embassy staff were guests of the Resettlement Administration last night. The choral singing, folk dancing, and beautiful photographic effects were, as usual, superior.

The American Picture

The American picture told its story economically and directly, with many deft touches indicating its author, the well-known critic, Pare Lorentz. First came the great American plains, stretching its rippling waves of Buffalo grass from Canada to the Panhandle; then the great herds of cattle ranging over them; then the plow—and finally, under wartime and postwar stimulus—the tremendous over-expansion; and at last the dust storms, the wreckage, the spread of the great American desert.

The film is already booked heavily for noncommercial showings in all parts of the United States. Divorced from misleading comparisons, it is expected to have a considerable educational effect. At the same time, there will be many questions in Congress and elsewhere: "What business has the Resettlement Administration in movie-making." One answer is that for numbers of years, less publicized branches of the Government have made and widely circulated moving pictures demonstrating their efforts.

Britain Speeds Flying Boats For Transatlantic Air Route

Aviation Comment

As the world takes note of the South American and North American flights of the new German Zeppelin Hindenburg, word comes that one of the big "Empire" flying boats which Great Britain is building for transatlantic service is shortly to come off the builder's crade at Rochester, England.

Fitted with extra fuel tanks for long distance flights, this flying boat will make the preliminary flights leading to the establishment of a transatlantic heavier-than-air service between England and the United States.

Three Boats Planned

The first of these big boats is to go into service in the cross-Mediterranean service of Imperial Airways when its trials are completed. The second is the transatlantic craft. The third flying boat will be sent to the United State to be assembled there for the New York-Bermuda service which Imperial will operate jointly with Pan American Airways.

The normal payload, or revenue cargo of these big boats is four tons which is sufficient to carry 24 day or 16 night passengers. In addition, three tons of mail, express and baggage can be carried in a range of 800 miles. Since the transatlantic run will demand flying boats with a 3000-mile range much of the payload on the trial Atlantic flight will be taken up by extra fuel. One of the test flights planned for the transatlantic flying boat is a nonstop journey around the island of Great Britain. This would be a flight of about 2500 miles which would consume 17 hours.

Radio Improvement

One of the novel features of the radio installations aboard these giant planes will be a combination direction finder and receiver, operating on short, medium or long waves.

In the tropical zones through which these big planes will operate on the African and Indian services, electrical interference is so bad at times as to blot out medium and long-wave signals. Therefore it will be a distinct advantage to have all three radio bands available instantly in case of poor reception on any other one or two communication bands.

Three Radio Aerials

Each Empire flying boat will have three aerials; one trailing for use when in flight; one stretched over the top of the boat from front to back for use when preparing to land or upon the water. The other will be the aerial for the direction finder. With this last antenna the pilot will be able to pick up the directional radio signals from ground stations and using known factors such as the angle between the two direction signals, the altitude and the distance between the ground stations, he can determine his position very accurately.

For emergencies, such as a forced landing, each boat will have a small gasoline engine to drive the radio generator and light the plane. Normally radio power will be derived from generators coupled to the flying boat's engines which will charge a 24-volt battery.

* * *

British Domestic Lines

While the great advances Great Britain is making on her vast empire air services have tended to obscure aviation doings at home, yet British domestic air services have stepped up appreciably.

During the summer of 1936 larger and faster airplanes and faster and more frequent schedules are to be inaugurated in the British inland air-rail program. Altogether 62 services will be operated and over 1,000,000 miles are expected to be flown this year as compared with 600,000 miles flown in 1935. Passengers will be able to make all-air and rail-air journeys and use the rails to send their baggage ahead of them in advance.

The Isle of Man, which is a popular resort for residents in northern England, will be served by six daily air services in both directions from Manchester and five from Liverpool and Blackpool. There will be two Irish Sea services daily from Leeds and Carlisle in northern England to Belfast in northern Ireland.

In the south of England two services daily will link Manchester, Liverpool, Birmingham, Bristol and Southampton with the Isle of Wight. Several other south coast resorts such as Brighton, Plymouth, will also be served by air. Thus it is to be seen that the Brtish railways, which operate these air services, have no intention of being left behind in the development of air transport.

* * *

Pilots Go to School

Amid the buzz of departing and alighting airliners 70 veteran British pilots have gone back to school They sit at desks in Croydon, London's busy airfield, and listen to lectures which will make them more familiar with the even larger airliners and flying boats which are now being built.

These students are fully qualified pilots with long records of flying time. But their work aboard the new airliners and flying boats will be more varied and more responsible. Hence the "finishing school" which Imperial Airways is operating.

These pilots' courses consist of studies in the theory of aeronautics, navigation, meteorology, beacons, electrical installations, international air law, radio, homing devices, mathematics, engines, aircraft overhaul and even stewardry. The courses are completed in from 12 to 15 months.

"G-Men" Arrest Last Long-Hunted Man

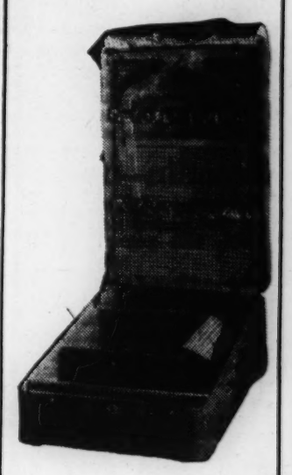
WASHINGTON, May 12 (AP)—Thomas H. Robinson Jr., last big quarry of federal agents, was arrested last night at Glendale, Calif., for the alleged kidnaping of Mrs. Alice Speedstoll, a Louisville (Ky.) society woman.

J. Edgar Hoover, director of the Federal Bureau of Investigation, said that Robinson had been captured after a two-year hunt. Robinson, he said, was armed when captured, but that, as in the recent arrests of others wanted as public enemies, he had been taken so quickly that his gun was not used.

With Robinson's capture, the federal agents wiped clean their major "wanted" list. In a week and a half, the last of the more notorious kidnap suspects have been captured.

PASADENA, Calif., May 12 (AP)—An alert soda clerk, who suspected a customer of masquerading as a woman, apparently put federal agents on the trail of Thomas H. Robinson, Jr., who was being taken today by airplane to Louisville, Ky.

Wardrobe Smartness for KNOT or MILE



pack 3 suits of clothes and unpack without a wrinkle. In smooth russet cowhide or black or brown walrus . . with bound edges . . sewed-on corners and zipper pocket in curtain.

Thirty-nine fifty

London Harness Company

SIXTY FRANKLIN STREET
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Sport & Travel Coats
TAILORED TO ORDER FROM
Genuine Scotch Tweeds

We combine expert hand-tailoring with beautiful and lasting materials to produce garments you will wear with much pleasure and satisfaction

Over 400 imported materials for your choice including Shetlands, Cheviots, Fine Saxonies and 50 different Harris Tweeds.

Discriminating women will appreciate the many advantages of our Made-to-Order Garments.

ROMANES & PATERSON
Edinburgh, Scotland
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Travel fashionably with Striped Canvas

Ensemble Luggage

Gray or Brown

Covering is of glazed woven stripe canvas, easy to keep clean . . . gray with lighter gray and white stripes; brown with tan stripes. The gray luggage has nickel hardware finish . . . the brown has brass. Bindings are of black or brown smooth cowhide.

Overnight Cases, 16- and 18-inch, $10.
Week-End Cases, 21- and 24-inch, $10.
Pullman Cases, 26-inch size, $13.50.
Visiting Cases, 30-inch size, $16.50.
Winship Migrators, 21-inch size, $16.50.
Warren Fortniters, 29 by 20 by 9, $25.
Plain Square Hat-Boxes, 18 by 17 by 8½, $12.50.
Warren Migrators, 21-inch size, $20.

Luggage, Downstairs

R. H. STEARNS CO.
BOSTON

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OUR NEW BEAUTY SALON INAUGURATES the CELEBRATED

Rose Laird

BEAUTY FACIALS

Rose Laird's personal representative is here to inaugurate the professional service on these famous facials that you may now secure exactly as given in the noted Rose Laird Salons of New York and London. Rose Laird Facials will be exclusive in this city with our Beauty Salon.

Advisory Consultation Without Obligation

NEW BEAUTY SALON—NINTH FLOOR

Spray your wool upholstery in every crack and crevice!

Spray your closets and hang up Mothine, too!

Don't forget the drawers where you fold away your winter woollies.

Filene's

When putting your house in apple-pie order for Spring, don't forget to put up a good

defense against MOTHS!

JUST CLIP AND MAIL THIS COUPON
Wm. Filene's Sons Co., Boston.
Please ship as listed:

	Quantity
Mothine complete to hang in closets, 79c	☐
Regal spray, pint, 69c	☐
Regal spray, quart, 95c	☐
Regal Spray, gallon, $3.75	☐
Regal sprayers, 35c	☐
FOR DRAWERS	
Regal white crystals, 79c	☐
Regal squares, 2 for 47c	☐

Name . . . . . .
Street . . . . . .
City . . . . . .
Charge ☐ C. O. D. ☐ Check ☐

(We also have "White Kote" spray, good for carpets, 75c and $1.25. And "Hypo," a very strong spray, 75c, $1.25 and $4.)

Many Beaches Dot Coast Of New England

Monitor Traveltalks
By M. LeTour

New England's sea breezes always win me unaware. Each year I vow I'll be prepared to thwart their attractions but continually I find myself yielding to their whimsical moods.

This year they came to my window and billowed the partly drawn shade as far as the tasseled string allowed, and then, with a saucy flip, left the curtain limp against the casing while they whisked away to rustle the leaves of a near-by poplar tree.

But in their wake a salty tang wafts through the open window. It tells of cool, sun-soaked beaches, where deep blue-green waters lap diligently at rocks and sands; it tells of hills and dunes where pirates roamed and hid their plunder; and of boats rocking on the swells and seagulls mewing in flight.

So I put aside pressing matters, lock my desk, and start a tour of New England beach resorts. It is difficult to choose which one to visit first, but usually I like to wander down Cape Cod way.

* * *

There is no mistaking Cape Cod. Geographically, it is known as the long, crooked arm that bends 50 or 60 miles along the Atlantic seaboard.

On one side beats the ocean, on the other side the great expanses of Massachusetts Bay. Visitors may choose either side, depending, of course, whether they prefer the rugged character of the sea, or the warmer, gentler type.

Cape Cod doesn't really begin until the Cape Cod Canal is crossed at Bourne. At this point, on any summer night, thousands of persons line the banks to watch the Boston-New York-bound boat glide majestically through the narrow man-made strip of water. However, prior to reaching the canal, there are beaches aplenty that stretch all along the South Shore, from Wollaston to Plymouth. On a summer's day throngs of city dwellers and tourists may be found reveling in these invigorating waters.

One of the popular trips from these parts is the Boston-to-Plymouth boat ride. After having taken it many times, one continues to enjoy it, as testified by the hundreds who make the sail at least once each year during the summer months. Of course, once in Plymouth, no matter how many times the visitor has been there, the urge to take just another look at Plymouth Rock must be obeyed.

Plymouth, like all of the South Shore towns, is rich in historical background. Visitors from every section of the country feel at home in this old and quiet town. Here the forefathers settled, many of whose descendants left to settle other parts of the country. Tourists love to poke about the narrow streets; wander through old houses; and gaze upon the lovely bay which harbored the Pilgrims' Mayflower.

But after the canal is crossed, the water-filled ditch which literally makes Cape Cod an island, Sandwich, Barnstable, Yarmouth, and Harwich pass in review. These towns were first settled in 1639 and continue to keep the salty flavor of those men that sailed the seven seas. Journeying on to Provincetown, the land becomes narrow, in fact, so narrow at one point, that many predict within a few years the ocean will break through to the bay side and isolate the lower end of the Cape. Here there appears more and more sand, dotted with countless dwarfed pines, gnarled and twisted because of their struggle against the winds that blow and scatter these sand hills at will.

Provincetown, in every sense of the word, is unique. Nowhere does the visitor find so much in so little space. The town has just two long streets, formerly called Front and Back. Now Front Street is known as Commerce. History abounds here. The Pilgrims made their first landing at this point. However, prior to their call, the first authenticated visitor was Gosnold on his voyage in 1602. The story is passed down that when he landed he declared himself "so pestered with cod fish" that he gave the Cape the name it has borne ever since.

The granite monument, which towers high above the town on High Pole Hill, is symbolic of those sturdy people who ventured from English shores. Old houses, curiosity shops, weather-beaten piers, and quaint, quiet people make up the interesting lore of Provincetown.

And by the way. A word to the visitor reared in inland towns. Try one of Provincetown's shore dinners. They are hard to duplicate.

* * *

Each year the Cape changes geographically. Sand-dunes are shifted by the winter winds; cliffs are chopped away by pounding waves; and vegetation produces new colors. Visitors familiar with the dwarf pine and oak, slender birch, close growing berry bushes and bayberry, the coarse grass that shimmers in the wind, find delight in the soft hues which contrast so vividly with the white sand.

The Cape is practically made up on both sides with beaches. A matter of choice is entirely individual. The water is generally the "right" temperature. On the ocean side rollers afford the sport that every swimmer loves, and on the bay side there are little coves and inlets that delight the inexperienced bather.

Falmouth is another pleasant Cape town that offers hours of relaxation and enjoyment for the tourist. Its beaches are excellent and the town itself has many recreational advantages. A short distance away is Woods Hole where the visitor may board a steamer for those delightful islands, Martha's Vineyard and Nantucket.

For charm, loveliness and quaint surroundings, Cape Cod and its beaches are one of New England's most frequented summer rendezvous.

* * *

For tourists who crave the rugged, stern type of coast, with huge gray boulders sticking their blunt noses into on-rushing billowed demons; where salty spray leaps to rocky cliffs; and giant waves test the strength of man; then a trip along Maine's irregular seaboard should, at least in my opinion, satiate the most adventurous person.

The chief entrance to Maine is along the North Shore through such towns as Lynn, Beverly, Ipswich, Newburyport, all Massachusetts towns, which connect with Portsmouth, N. H., and finally on to Portland, Maine. For miles the coast presents varied beauty with rugged headlands sheltering the curving beaches. Before entering Portland, Old Orchard Beach, Maine's miniature Coney Island, stretches its smooth sands. It is perhaps one of New England's finest swimming resorts, especially on the Maine coast, because it is free from rocks and hard enough for automobile racing. Other famous beaches along Maine's coast are York and Wells Beach, which attract thousands of out-of-state visitors annually.

The water that ebbs and flows on these beaches, in fact, on any of the North Shore swimming centers is considerably colder than that of the Cape. Unless a person is used to taking chilly dips, a plunge into these waters is usually breath-taking. However, once beneath the crest there is nothing more invigorating than a good long swim. The beaches, in general, are free from undertows, and children may bathe on their shores with little or no concern to their parents.

* * *

New Hampshire, with only a few miles of ocean front, harbors, however, three excellent beaches, Rye, Hampton and Seabrook. These are thronged in the summer with thousands of New Englanders as well as many out-of-state visitors.

There are beaches scattered all over New England. In Marblehead summer crowds enjoy lolling about the clean sands, or some, better still, like to prop their heads, and watch the hundreds of fleet sailboats skip before the breeze. Then too, there is Magnolia and Gloucester, with their delectable atmosphere.

Rhode Island's Newport contributes a very stately and famous beach resort to New England's fashionable collection. Here the climate is neither hot nor cold, and swimming and bathing is ideal. There is Bailey's Beach where the elite have their swim on sand well thumped by the surf; there is the Public Beach, which is more sheltered, and accessible, and often more crowded; there is Sachuest Beach, or Second Beach, as sometimes called, that help to make Rhode Island an attractive summer center. And there is Connecticut which has many interesting sea-coast towns and several popular beaches.

New England offers the sea lover endless opportunities for recreation. Boats may be rented; sea excursions up and down the hundred upon hundred of miles of coastline; beach picnics; swimming; and hikes over dunes and rocks which lead to countless bays and inlets. If a day away from the ocean is desired then the tourist may visit the old white-spired churches where the hardy sailors of the clipper-ship era worshipped; pause at the many granite monuments dedicated to those courageous seafarers whose character continues to be evident in the sturdy fishermen to be met in New England's seaside villages; and spend leisure hours visiting the scores of old landmarks.

New England Unrolls a Few Samples of Her Picturesque Coast Line

By a Staff Photographer; Keystone; Wide World; Underwood

Scenes That Catch the Eye of the Tourist

Upper Left—Orr's Island, Maine, Scene of "Pearl of Orr's Island," by Harriet Beecher Stowe. Upper Right—Provincetown (Mass.) Harbor. Center Left—Fishermen's Shacks at West Chatham, Mass. Center—Amos Kubik, Official Town Crier of Provincetown, Mass. Lower Left—A View of the Exclusive Bailey's Beach at Newport, R. I. Lower Right—Poponesset Beach, Cape Cod, Mass.

Four Streamline Trains Ordered by Union Pacific

Special to The Christian Science Monitor

CHICAGO, Ill., May 12—Within the next three weeks four new streamlined trains, one of which is already completed, and three now nearing completion for the Union Pacific Railroad, will begin clicking off miles on steel rails that ply between Chicago and Los Angeles. These four streamliners will pile up an average of 5338 miles a day, or more than one fifth of the distance around the world.

The City of Los Angeles, the first to be completed, will start on its first regular trip from Los Angeles at 3:45 p. m, May 15, arriving in Chicago 39 hours and 45 minutes thereafter. Its regular schedule calls for five round trips between Chicago and Los Angeles per month.

Delivery of the other streamliners is scheduled for June 1. Officials of the railroad report that the first trips of the City of Los Angeles will be complete sellouts.

Whale Capers Are Added To Bermuda Attractions

Special to The Christian Science Monitor

HAMILTON, Bermuda, May 12—"Thar she blows," is the cry which is echoing and re-echoing over Bermuda these days. For the first time in 50 years whales are spouting off this island's coast.

Tommy Fox, veteran whaler, who sailed with New Bedford fishermen years ago, believes that Bermuda is about to see a revival of the romantic whaling industry.

According to reports coming out of the island those seeking adventure are already beginning to put whaling paraphernalia in shape for an exciting bout with the sea monsters.

Bermuda looks for increased tourist business because of the interesting capers these whales are cutting up in near-by waters. Last year, without the added attraction, the island entertained more than 70,000 visitors.

University of Michigan Comic Wins Prize by Hitting New Note

Special to The Christian Science Monitor

ANN ARBOR, Mich., May 12—Styles in college humorous magazines, as in everything else, change, and the 1936 model of the University of Michigan Gargoyle, this year's winner of the "outstanding college comic" title, is quite different from the two-line joke sheets of the past.

The Gargoyle is a full-fledged magazine, with cartoons, light literary sketches, women's fashions, men's fashions, reviews of phonographic records, drama and concerts. In general its style is patterned upon that of the leading New York humorous weeklies, but it is no mere copy. The humor of its columns is distinctly collegiate. Unfortunately for the general reader, its satire is spun around campus personalities and events to such an extent that much of it needs a local interpreter.

The cover of the April issue, over which Michigan campus community got many a hearty laugh, is just a puzzle to the outside world. Three distinguished gentlemen, their photographed heads placed for purposes of the cartoon upon small bodies, appear to be cavorting about on scooter-bicycles, playing croquet from these strange mounts. Who are the three? the outsider wonders. Professors, no doubt. But why, of all the University of Michigan faculty, have these three been chosen? What brings them together, and why the croquet mallets? It is all uproariously clear to the initiated but not to the unenlightened public.

So with the lampooning cartoons within, and many of the anecdotes. Their appeal to the student body is their intimacy, but the outsider needs a little key of explanation.

The local appeal is made even in fashions. Personable Michigan coeds are the models for the new dresses. Men's fashions are included, but the best male dressers of the campus evidently draw the line at posing for the latest in manly garb and sketches had to be used instead.

The magazine boasts color within and without, and is freshly modern in its makeup and its conversational style of text. Its policy was explained by Donald C. Miller, of Marion, Ohio, its student editor, when he accepted the trophy at the annual convention of the American Association of College Comics this year.

"The Gargoyle came to the realization three years ago," he said, "that the day of the two-line-joke college sheet was definitely over. With this conviction firmly in mind the Gargoyle has turned its editorial policy towards making it an entertainment magazine. The faculty control has been very slight. The faculty board has expressed itself as very favorable to this type of publication and has further assured that, if there were any indication of the Gargoyle's slipping back to the risqueness of the collegiate type they would feel no hesitancy at withdrawing it as a student publication."

The judges in the contest were John Johns of Batten, Barton, Durstine, and Osborn, New York; Arnold Ginrich, editor of Esquire, and George Eggleston, editor of Life. Herbert F. Reichert-Meyer, Columbia Jester, president of the A. A. of C. C., presented the trophy.

Best College 'Comic'

Special to The Christian Science Monitor

NEW YORK—The Gargoyle, published by the University of Michigan, has been chosen as America's outstanding college comic magazine by the American Association of College Comics, according to an announcement at Columbia University. In the national competition, in which no colleges and universities participated, the Pelican, publication of the University of California, was ranged second. Third place went to the Jester of Columbia University, and fourth place to the Harvard Lampoon.

Talkies for Travelers On Three Western Trains

Special to The Christian Science Monitor

CHICAGO — First, air-cooled trains; then streamlined; now—believe it or not—they are installing cinemas.

The Burlington Railroad has announced that "talkies" have been permanently installed on three of their crack western trains—the Aristocrat, the Ak-Sar-Ben, and the Overland Express.

So the passenger who gets bored with the moving scenery outside, may adjourn to the dining car and view the latest picture. The cost is the small fee of 25 cents. During the experimental period, 17 performances were given, and on one occasion 30 passengers were kept out by the S. R. O. sign in the "moving" theater.

A questionnaire, circulated for a two weeks' period among passengers revealed that 96 per cent of them were in favor of having movies a permanent feature of rail travel.

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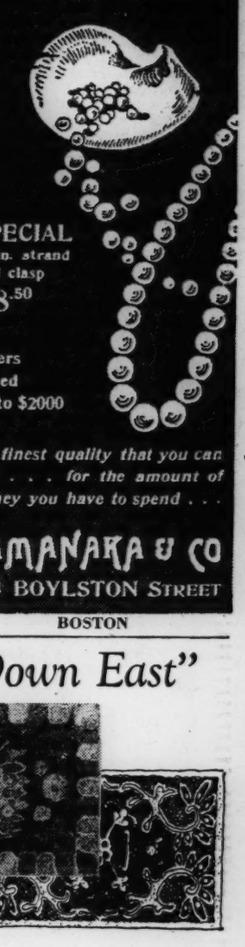

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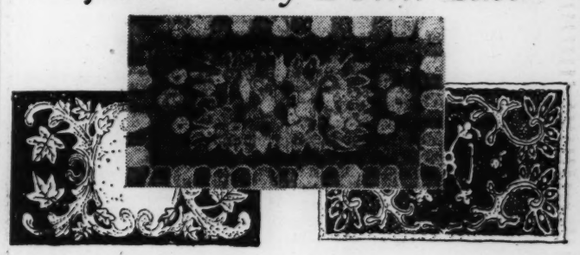

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HAND HOOKED RUGS

—just when you're freshening up for Summer

Ten Select Lots to choose from

Note the sizes and how inexpensive they are!

Sizes (average)	Price
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20 by 36 inches	3.50
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30 by 54 inches	6.75
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32 by 56 inches	18.75
36 by 60 inches	19.75

You may not know it but hooked rugs not commercially made are becoming scarcer and scarcer. A collector who "eats and sleeps" hooked rugs went right to the homes where they're made. Regardless of price he found very few of these "old workmanship" rugs.

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Average size 31 by 54 ins.

A hit for boys' rooms—short cottages—for those who love anything nautical. Three and four-masters and brigs—lighthouses—on wave grounds of ultramarine and green—in great variety—closely hooked and heavy.

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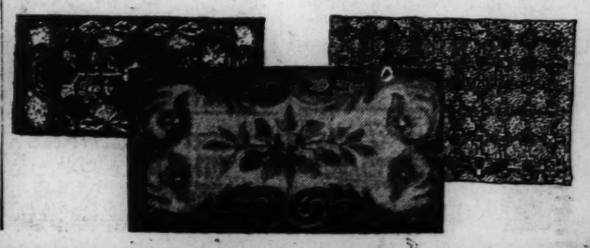

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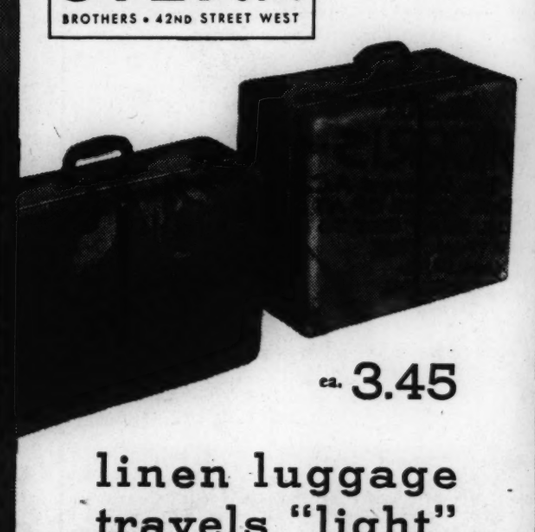

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MAIN FLOOR

STERN BROTHERS • NEW YORK

Bees Improved, Says Stengel; Pirates in Hub

By Edwin Rumill

Casey Stengel may be in command of Brooklyn "Daffiness Boys" and he may be an occasional source of baseball's most humorous yarns, but when old Casey settles on the dugout bench and views the national pastime from its serious side, anyone within hearing distance can learn plenty about the game. Stengel was in a solemn mood yesterday. He had every reason to be. The Dodgers were holding up the bottom of the National League.

"A fellow will find himself walking around in circles if he tries to figure out this game of baseball," remarked the Dodger manager as he watched his team taking fielding practice before yesterday's game with the Bees. "Here I think we have a pretty good club. On paper our pitching is good enough to land us in the first division, and we have a gang of fair hitters. But where are we? Below even the Phillies.

Close Games

"The league standing doesn't always tell the story," continued Casey, shifting uneasily when Joe Stripp threw a practice ball into the dugout. "We've lost about half our games by one run. If we'd have won them, we'd be in the first division."

And at this point Stengel made a statement which should be of considerable interest to Boston fans.

"Right here in Boston you have a team I believe is the most improved in the National League," went on the Brooklyn manager. "Of course I mean improved over last season. McKechnie's pitching up to this point hasn't been particularly effective, yet the club is only two games away from fourth place. Let him uncover two more winning hurlers and the Bees would be in the flag race.

"Speaking of the flag race, that Pittsburgh club is playing great ball. The Cardinals are out in front, but they aren't playing any better than the Pirates. On paper they don't figure to stay with the Cards and Cubs, because they lack first-class pitching outside of Cy Blanton. But they should be watched."

Praises Bees

Talking further about the Bees, Stengel praised the play of Buck Jordan at first base; of Tony Cuccinello, a former Dodger, at second; the improvement of Joe Coscarart at third; the pepper of Al Lopez behind the plate, and the sensational all-around performance of young Gene Moore in right field. Casey contends that Wally Berger's protracted batting slump has handicapped the local club more than any other factor.

"When your No. 4 hitter isn't hittin', it sure slows down your punch," added Stengel.

Briefs

Pittsburgh's high-stepping Pirates are in town today. They play singles with the Bees this afternoon, tomorrow and Thursday.

The Red Sox stopped in Pittsburgh yesterday long enough to win an exhibition game from the Pirates, 11 to 6. The Sox were en route to Detroit, where they open a three-game series with the Tigers today. Jimmy Foxx and Bing Miller hit home runs against the Buccs, the former also getting a triple.

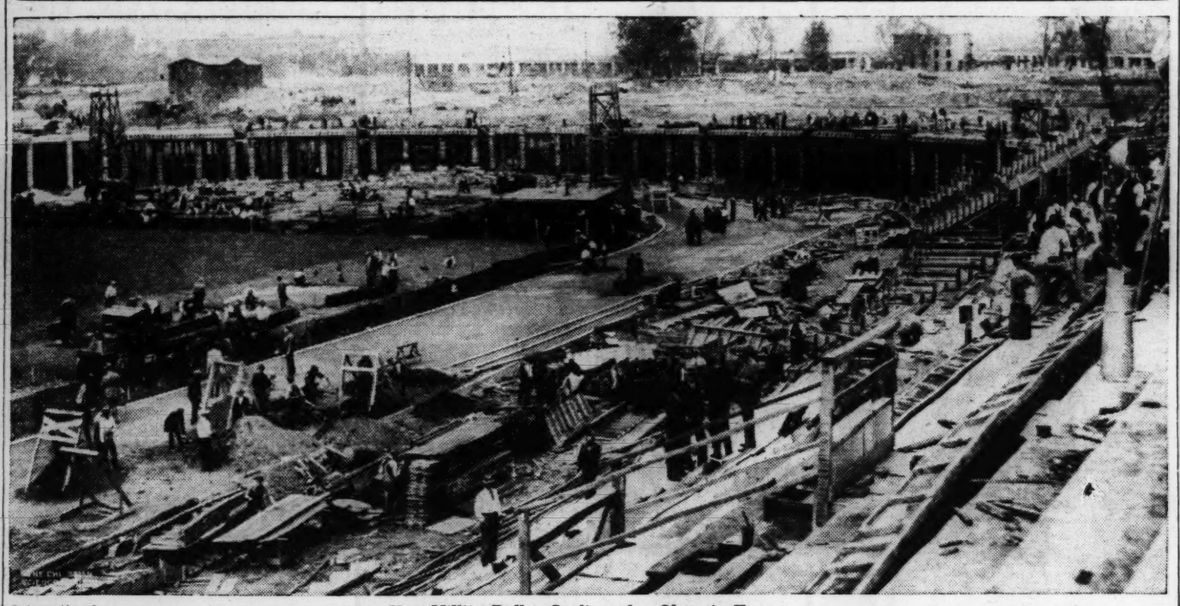
In beating the Dodgers yesterday, 2 to 1, Tiny Jim Chaplin became the second Bee hurler to go the full nine-inning distance this season. MacFayden is the only other pitcher on the Boston staff to finish what he started. Danny had done it four times. Chaplin now has a record of one victory and three defeats.

The Bees' pitching staff has been further weakened by the failure of Haslin to report. McKechnie is forced to hold Bobby Reis for infield reserve.

College Tennis Results

Chicago 6, Minnesota 0.
Harvard 9, M. I. T. 0.
Iowa 5, Purdue 1.
Northwestern 6, Wisconsin 0.
St. John's 9, Brooklyn 0.

Progress on Randall's Island Project



International

New Million-Dollar Stadium for Olympic Tryouts

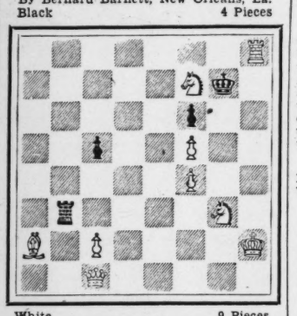
Approximating the Olympic Track in Germany as Closely as Possible, a Perfect Track Has Been Built in the New Municipal Stadium on Randall's Island, N. Y. The Stadium Was Built at a Cost of $1,000,000 and Will Seat 36,000. A. A. U. Officials Have Examined It and Found It to Be Excellent. It Will Be Used in the Final Olympic Tryouts in the United States. It Will Also Be Used for Football and Baseball Contests and for Outdoor Operas and Concerts

Chess

By Frederick R. Chevalier

Problem No. 1825

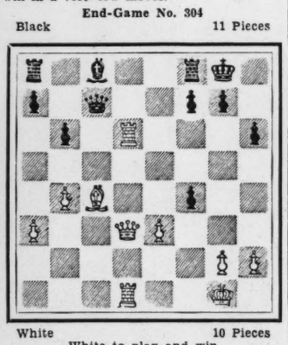
By Bernard Barnett, New Orleans, La.
Black — 4 Pieces



White — 9 Pieces
White to play and mate in two
(Honorable mention, Baltimore News, 1888)

Problem No. 1826

By Bernard Barnett
Black — 8 Pieces



White — 10 Pieces
White to play and win

Notes

The Margate (Eng.) tournament was won by Salo Flohr of Prague with a score of 7½-1½. Capablanca, like the winner undefeated, drew one more game and was second with 7-2. The two Swedish masters, Stahlberg and Lundin, were third and fourth, with 5½-3½ and 5-4, respectively. Two English players, Tylor and Milner-Barry, tied for fifth with 4½-4½.

The Philadelphia Chess Association is sponsoring the annual championship tournament of the American Chess Federation. Last year the contest was held in Milwaukee, one of America's most enthusiastic and highly organized chess centers. Philadelphia, with 22 clubs banded together, has already raised a substantial guarantee fund, and this event should be quite as successful as that staged in Milwaukee, if the enthusiasm of W. A. Ruth, president of the association, can put it over.

The Boston representatives did not fare very well in the championship tournament, but at least their opponents were forced to the limit to defeat them. In this game, Adams built up a satisfactory position against Kupchik, and probably should have won. Lack of experience in such strong competition resulted in a moment's relaxation, which was all the New Yorker needed to weave a mating net.

Albin Counter-Gambit

Kupchik White	Adams Black	Kupchik White	Adams Black
1 P-Q4	P-Q4	31 Kt-R4	Q-B2
2 P-QB4	P-K4	32 Kt-B5ch	K-B
3 PxKP	P-Q5	33 P-R3	KtxKt
4 P-K4	P-QB4	34 RxKt	K-K2
5 P-B4	Kt-QB3	35 P-B5	R-Kt7
6 Kt-KB3	B-K2	36 B-B	Q-Q2
7 P-QR3	P-KR3	37 R-B3	Q-Q4
8 B-Q3	P-KKt4	38 QxPch	K-K3
9 Castles	PxP	39 Q-R7	R-Kt4
10 BxP	B-K3	40 Q-Q3	QxP
11 QKt-Q2	Q-B2	41 K-R	K-Q3
12 Q-K	Castles	42 R-Kt	RxR
13 Kt-R4	KtxP	43 QxR	Q-R2
14 Kt-B5	B-Kt4	44 Q-Kt4ch	P-B4
15 BxKt	QxB	45 Q-Kt3	R-Kt2
16 Kt-B3	Q-B2	46 P-QR4	Q-Kt2
17 P-QKt4	BxKt	47 Q-Q3	Q-R
18 PxB	Kt-B3	48 Q-Kt3	R-Kt2
19 PxP	KR-K	49 B-Kt5	Q-R4
20 Q-Q	Kt-Kt5	50 B-B	Q-Q7
21 P-QB6	PxP	51 Q-Kt8	K-B2
22 R-Kt	Kt-K6	52 Q-Q5	Q-B6
23 Q-R4	K-Q2	53 B-B6	R-Kt7
24 P-B6	BxP	54 Q-Q7ch	K-Kt3
25 KR-K	R-KKt	55 P-R5ch	K-R3
26 R-K2	R-Kt	56 Q-B8ch	KxP
27 QR-K	Q-Kt3	57 R-Rch	K-Kt5
28 Kt-Q2	B-K4	58 Q-Kt7ch	K-B5
29 R-B2	P-B3	59 Q-R6ch	K-Kt5
30 Kt-B3	K-K2	60 Q-R4 mate	

In this game, also from the championship tournament, Horowitz invested a pawn for several moves' advantage in development. Ultimately the investment returned a substantial dividend and Reshevsky succumbed for his second successive loss. This is one of the best-played games in the tournament.

Caro-Kann Defense

Horowitz White	Reshevsky Black	Horowitz White	Reshevsky Black
1 P-K4	P-QB3	18 P-R4	P-Kt8(Q)
2 P-Q4	P-Q4	19 QxQ	P-Kt4
3 Kt-QB3	PxP	20 R-R	Q-Kt3
4 KtxP	Kt-B3	21 Kt-K5	P-Kt5
5 Kt-Kt3	P-KR4	22 QR-B	PxPch
6 Q-Q3	P-R5	23 PxP	P-K3
7 Kt-K4	KtxKt	24 Q-Kt4	B-Q3
8 QxKt	Kt-Q2	25 P-R5	BxKt
9 B-KKt5	Q-Kt3	26 RxB	R-QKt
10 Castles	Q-R4	27 B-R4	K-B
11 Kt-B3	QxP	28 Q-Kt3	P-B3
12 B-Q3	Q-R8ch	29 RxKt	P-K4
13 K-Q2	Q-R4ch	30 RxP	B-R3
14 P-B3	P-R6	31 R-QKt	Q-Q
15 KR-K	Kt-B3	32 RxR	QxR
16 Q-B4	Kt-Q4	33 R-QB5	Q-Kt7ch
17 Q-Kt3	PxP	34 B-B2	Resigns

This game, from the United States championship, now being held at the Hotel Astor, Manhattan, shows the Pacific coast expert defeating the veteran Kupchik in an interesting positional encounter.

Baseball's Big Six

By the Associated Press

	G	AB	R	H	Pct.
Terry, Giants	15	39	8	21	.538
Sullivan, Indians	13	39	5	17	.436
Brubaker, Pirates	10	37	5	16	.432
Demaree, Cubs	22	93	13	38	.409
R. Ferrell, Red Sox	25	86	21	35	.407
Chapman, Yankees	12	41	5	16	.390

Sporting Around The Hub

Olympic Selections

NOW the pot begins to boil. Tarzan Brown, Narragansett Indian who won the Boston A. A. Marathon April 20, has been selected to represent the United States on the Olympic Marathon team. His selection leaves two, and possibly three, more places to be filled.

Johnny Kelley

Precedent has been set by the appointment of Brown. If he placed by being the B. A. A. winner, it is logical to expect that the winner of the National A. A. U. Marathon at Washington will be an automatic selection. That leaves one place, with a possible alternate.

The third place is where the rub comes. George V. Brown, chairman of the Olympic marathon team, believes that if Brown is worthy of being on the team, Johnny Kelley of Arlington should be. His contention, of course, disregards the purpose of tryouts.

Tarzan Brown will not have to run in the Washington race. If Kelley is forced to run that race the team manager firmly believes that whether he wins or not it will take too much out of the Arlington lad. Kelley won the B. A. A. race last year and finished fifth this year and in Manager Brown's opinion, he is the best marathan runner in the country today.

To further complicate the situation of selecting team members what consideration will Billy McMahon of Worcester, who finished second to Brown this year get? And what consideration will the second-place man in the national race get? No matter who is selected there is certain to be disappointment.

Here and There

The baseball game between Harvard and Brown varsity nines at Soldiers Field tomorrow will start at 4 o'clock . . . Coach Fred Mitchell is facing one of the most crucial parts of the Crimson schedule . . . The Brown game will be followed Saturday by a visit to Worcester to play the undefeated Holy Cross team, which this year has won eight straight games . . . A week from Saturday Harvard will play a doubleheader with Pennsylvania at Soldiers Field so that Mitchell is faced with a problem in pitching rotation . . . Ingalls, Tittmann and Walsh have been named to pitch against Brown tomorrow . . . Walsh may draw the starting assignment which would leave Ingalls free to pitch against Holy Cross on Saturday . . . Last Saturday Tittmann pitched the Crimson to its league victory over Cornell with Ingalls going to his relief with two out in the ninth.

The race for honors in the Bay State women's spring team match golf series is nearing the end of the schedule . . . With only two more matches to play—Thursday and next Monday—two district teams, Southern and The Country Club, are tied for the leadership and two other teams—Midland and Middlesex—are only a single match behind . . . This situation is the result of two upsets yesterday . . . Middlesex beat The Country Club at Clyde Park, 5 to 4, and Northern downed Southern at Salem, by a similar score . . . The other match in the first division went to Midland, victor over Central, 8 to 1 . . . Midland is the defending champion . . . After a poor start, the Midland women returned to form and have won the last four matches . . . On Thursday, Midland plays The Country Club at Brae Burn; Southern meets Middlesex at Dedham and Northern faces Central at Charles River Country Club . . . Bill Mullins of the Herald won the Class A prize in the Newspapermen's Golf Association weekly tourney, held yesterday at the Norfolk Golf Club.

Sports Mirror

By the Associated Press

Today a Year Ago: American Davis Cuppers swept preliminary series with China, 5—0; St. Louis Centrals defeated Pawtucket for National Challenge Cup soccer championship.

Three Years Ago: Yankees sold Bill Werber and George Pipgras to Red Sox for $30,000.

Five Years Ago: Sidney Wood, Frank Shields, Cliff Sutter and Gregory Mangin named for Davis Cup series against Canada.

B. A. A. Winner Selected For U. S. Olympic Team

PROVIDENCE, R. I., May 12 (AP)—Ellison Myer "Tarzan" Brown, Narragansett Indian runner who won the Boston A. A. Marathon, on April 20, yesterday was definitely named as one of America's entrants in the Olympic Marathon to be run at Berlin this summer.

William A. Schlobohm of the American Olympic Marathon Selection Committee, apprised the Providence Tercentenary Committee of Brown's selection. In a telegram to the tercentenary committee, Schlobohm stated that it would not be necessary for Brown to compete in the Washington (D. C.) Marathon to insure his place on the Olympic team.

Little Misses Qualifying For National Open

By the Associated Press

Lawson Little, the stocky shotmaker who was a double winner of both the British and American amateur golf championships, will be among the missing when the national open play begins in June.

Playing at Hartford, Conn., yesterday, the long-driving Little failed to clinch one of the eight New England berths as he carded 77-75—152 for the 36 holes and saw six pros and two amateurs pass him by.

The downfall of Little was the most astounding upset in the sectional qualifying rounds that took place in all parts of the country. Other players who have carved niches for themselves in the golfing world also went down, however. Leo Diegel, with 154, just missed at Newtown Square, Penna., where Joe Kirkwood, the trick shot artist, gave up the ghost after posting an 81 for the first round.

Willie McFarlane, 1925 national open titlist; Jimmy Hines, third ranking money winner in last winter's campaigning and George Voigt, a Walker Cup player, all failed to qualify at New York. Scotty Campbell, the former Canadian amateur champion, failed to make an appearance at Portland, Ore.

Max Marston, former national amateur champion, was named second alternate from the New Jersey and eastern Pennsylvania district after posting 79-75—154, while Felix Serafin managed to squeeze in with an aggregate of 153.

Johnny Goodman of Omaha, one of the best amateurs in the country, led the qualifiers in the Omaha district and Johnny Revolta and Tommy Armour finished in that order at Chicago with 143 and 145 respectively.

Billy Burke, who won the open in 1931; Fred Haas Jr., of New Orleans, runner-up in last year's intercollegiate play, and Maurice McCarthy Jr. qualified at Cleveland and Clarence Doser gained the select circle at Buffalo, N. Y. Morton McCarthy qualified at Richmond and Jack Munger at Dallas.

The best score for the 36-hole play was turned in by an amateur, Sam Perry, who walked in ahead of the field at Birmingham, Ala., with a card of 69—69—138. The leading qualifiers:

Player	District	Card	
*Sam Perry, Birmingham	69	69	138
*Bobby Servis, Cincinnati	70	71	141
*Johnny Goodman, Omaha	72	72	144
Ralph Beach, Baltimore	70	71	141
Johnny Revolta, Chicago	71	72	143
John Rogers, Denver	72	69	141
Waldo Crowder, Cleveland	73	68	141
Fred Morrison, S. Calif	70	71	141
Gunnard Johnson, Minneapolis	76	71	147
Bill Souter, Jacksonville	75	75	150
E. J. Harrison, Nashville	71	69	140
Emil Loeffler, Pittsburgh	77	73	150
Jack Toomer, Charlotte	76	71	147
*Tom Stephenson, Kansas City	77	80	157
Ben Hogan, Dallas	71	71	142
*Julius Hughes, Atlanta	73	69	142
Jack Isaacs, Richmond	73	73	146
Johnny Manjon, St. Louis	74	76	150
Jake Fassezke, Detroit	69	76	145
Clarence Doser, Buffalo	74	75	149
*James Milward, Madison, Wis.	70	74	144
Zell Eaton, Oklahoma City	72	71	143
Joe Turnesa, Hartford, Conn.	70	74	144
Ted Longworth, Portland, Ore.	71	76	147
Bruce Coltort, Philadelphia	71	76	147
Alexander Gerlak, Troy, N. Y.	74	72	146
Jimmy Dante, New York	74	76	150
Rod Munday, Northern, Calif.	71	72	143

*Amateur.

Joe Turnesa Leads N. E. Open Qualifiers

HARTFORD, Conn., May 12 (AP)—Lawson Little flunked his first test as a professional yesterday at the Wampanoag Country Club when he failed to land one of the eight qualifying places in the New England sectional qualifying round for the United States open golf championship.

The double winner of the British and American amateur championships carded 77—75—152 as he yielded to the pace set by six professionals and a pair of low-scoring amateurs whose shot-making ability forced a four-man playoff at 149 for the last two places.

Joe Turnesa, home club pro, led the field with 70—74—144, two strokes over par. One shot behind in a second-place deadlock were Harold "Jug" McSpaden of Winchester, Mass., who made a national reputation on the winter circuit two years ago, and C. S. (Sherry) Munson, the Fairfield youngster who is a sophomore at Yale.

Frank Ross, home club amateur who has held both the Connecticut and New England titles, brought further distinction to his club by winning one of the two playoff places. The other went to Paul Bell of Torrington, these two forcing the elimination of Willie Turnesa, amateur from Holy Cross, and Bob Crowley, one-time medalist in the national P. G. A. championship. The list of qualifiers:

Joe Turnesa, West Hartford	70	74	144
Harold McSpaden, Winchester, Mass.	73	72	145
*Charles S. Munson Jr., Fairfield	73	72	145
Edmund P. Burke, Newport, R. I.	72	74	146
Jerry Gianferante, Minute Man, Mass	71	75	146
James Forgarty, South Hamilton, Mass.	73	73	146
*F. D. Ross, West Hartford	75	74	149
Paul Bell, Torrington	74	75	149

*Amateur.

American League

	Won	Lost	P.C.
New York	17	7	.708
Boston	17	8	.680
Cleveland	15	9	.625
Detroit	11	11	.500
Chicago	10	10	.500
Washington	13	14	.481
Philadelphia	8	15	.348
St. Louis	3	20	.130

Results May 11

Detroit 8, Cleveland 3.
Chicago 19, St. Louis 6.
Only games scheduled.

Evers Is Bankrupt

UTICA, N. Y., May 12 (AP)—John J. Evers, Albany, sporting goods dealer and former baseball star of the National League, has liabilities of $10,499 and no assets, according to a voluntary petition in bankruptcy on file yesterday in the United States Court.

College Baseball Results

Boston C. 5, W. & M. 4.
Bowdoin 9, Colby 2.
Clemson 2, Newberry 0.
Drew 4, Hamilton 3.
Kutztown T 7, Bloomburg 2.
Notre Dame 3, Louisiana Tech 1.
St. Olaf 9, Carleton 6.
Washington C. 14, St. John's 1.
Worcester P. I. 7, Clark 6.

College Golf Result

Minnesota 13, Iowa State 5.

Paul Guibord Advances In N. E. College Tennis

MIDDLETOWN, Conn., May 12 (AP)—Paul Guibord of Dartmouth advanced to the semifinal of the New England intercollegiate tennis championships today defeating Tuttle of Wesleyan 6—4, 7—5.

The Dartmouth star, seeded No. 1, showed his power in the second set today after Tuttle had taken a 5—1 lead. Guibord then bore down and ended the set by winning six straight games.

In the other quarterfinals match played this morning Winston of Amherst defeated his teammate, Meldrun, 9—11, 6—2, 6—3.

Thirty players representing Amherst Williams, M. I. T., Brown, Trinity, Providence, Dartmouth, Springfield and Weslyan comprised the field competing for the singles and doubles crowns.

National League

	Won	Lost	P.C.
St. Louis	14	7	.667
Pittsburgh	12	9	.571
Chicago	12	10	.545
New York	12	10	.545
Cincinnati	11	13	.458
Boston	10	12	.455
Philadelphia	10	15	.400
Brooklyn	9	14	.391

Results May 11

Boston 2, Brooklyn 1.
New York 13, Philadelphia 12.
Only games scheduled.

Yale to Play Senators

NEW HAVEN, Conn., May 12 (AP)—The Yale Athletic Association announced today that the university baseball team will play an exhibition game here Friday, May 22, with the Washington Senators of the American League.

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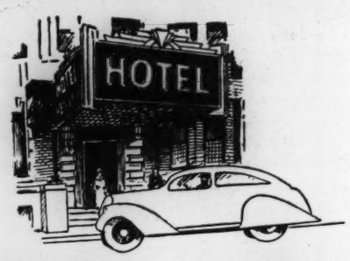

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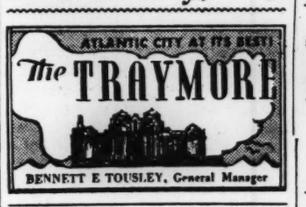

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The Home Forum

which gave her a somewhat improbable appearance. As there seemed no reason to doubt her own calmly stated claims to cleanliness, loyalty and efficiency; and, as references did not appear to be the order of our village, there was nothing for it but to engage her.

And so, the following morning at eight, carrying in one hand a saucepan full of hot charcoal and in the other a gigantic spray of oranges as an offering from her own tree, Catalina arrived to commence her eighteen months reign in our Mallorca home.

* * *

WITHIN TEN MINUTES, her few pieces of charcoal had started into action the two *fogones* (tiny cooking ovens) and three *braseros*, those great copper pans which sit glowing under every Mallorcan table in the winter months. We, in our ignorance, had bought her Primus stoves. She knew them, she said, oh yes. But they were new-fangled.

"You cannot, surely," we cried, "cook on those?" And we indicated the *fogones*, two tiny four-inch cubes surmounted by a grill. Cook? Could she not! From those two little burrows she produced dishes in unbelievable abundance. I defy a chef, with a row of all-electric cookers, to do better.

We soon grew accustomed to her ways. For instance, the fond attentions she lavished upon her chickens and her children. Of each there were large numbers and, in turn, they would be provendered from our remains. As regularly as she brought up her saucepan full of charcoal, so did she take it down filled with the remains of last night's supper, some cold rice and vegetables, half a red mullet or some discarded tinned beef. "Para los pollos," she would announce, half questioningly, as she made her departure; and we, smilingly, would assent. But there were awkward moments—children and chickens seemed to relish such similar fare, and it was embarrassing when, seeing her depart with half a box of stale dates, we remarked: "Para los pollos?" She stared in horror—"No, señores—para los hijos." And conversely when, hesitatingly, we would tender some doubtful morsel "para los hijos," to have her scowl, draw down the corners of her mouth and retort: "Gracias, señores—para los *pollos*."

* * *

TRY AS WE MIGHT, we were unable to arouse in Catalina any understanding of the English idea of artistic disorder. Mallorcan chairs (and each room has at least a dozen) stand in prim rows along the walls, as though space had been cleared for dancing. If there is a table, its place is in the geometric center of the room. Rush mats lie in right-angled formality about the tiles Each morning Catalina would arrive in our sitting-room to find it cosily grouped from the previous night. There would be a short cough, an atmosphere of pique would spread through the house, furniture would scrape—and, lo, when we appeared, that chilly order had been restored. Once or twice we protested; but, for some reason, on such occasions our Spanish appeared incomprehensible. And at length we came to the pitch of hurriedly arranging things according to her ideas, and looked ashamed should she find us out.

"Sopa para la noche," became a daily joke and speculation. It was her custom each morning to prepare for us, before leaving, this bowl of soup for the evening meal. "Sopa para la noche," she would announce in a quietly triumphant manner, was on the *fogon*. What, we wondered, would it be like? Delicious, no doubt, but what? The system was that of having a gigantic soup always on hand. Each night we would make such inroads as we were able, and the following day fresh ingredients were added—fish, macaroni, rice, vegetables, stock, hard-boiled eggs. Day by day the soup changed its character. Almost pure tomato on Monday, by Thursday it would be but faintly pink and almost overwhelmed in Wednesday's peas. The soup was a rare feature, but one compelling respect. We were in constant fear that it would get beyond us, grow in gallons to an undrinkable quantity. And show it untouched we dare not.

* * *

FOR CATALINA WAS a lady easily offended, anxious for tribute. As we sat down to our midday meal, she would stand before us, arms akimbo, watching as we took our first mouthfuls, quick to demand: "It pleases the señores, the stew?" We felt that to be anything but wildly laudatory would be as much as our domestic security was worth. "Si, Catalina," we would cry exultantly, "it is delicious—" and an expression of enormous pleasure and relief would light up that plain face.

Although she appeared frequently to hold our ways in some contempt, she was, I believe, genuinely fond of us. On the señora's birthday she came with armfuls of wild flowers and a great basket of figs. When the señor had a friend to stay, she brought an extra blanket—later we learned that she herself had slept beneath a sheet that night. At the shop she haggled and bargained for us with a strange loyalty against her own countrywomen. She laundered with such startling grace and skill that we asked her how. Let us walk, she said, next Tuesday afternoon on the path through the olives towards the sea.

* * *

THERE, IN A stone trough built against the torrent bed, was the village laundry. There, hanging from bush and briar, draped upon stones, sticks and tree-trunks were all that were most intimate of the señor and the señora. Yes, Maria of the café told us one evening, she had told her husband, Jaime, of those radiant pyjamas of the señor of the House of Good Bread; and he and certain other of the village men were determined to add to the dazzle by the streamside!

I see Catalina pushing her rush broom along our tiles, fanning the charcoal braziers with a little rush fan, bringing in our breakfast tray and a fresh spray of oranges. I see her clumsily waiting at table, when we had guests from England. I see her gravely sitting down to luncheon with us on her day of fiesta, raising her glass with a—"Salud, señores." I see her fiercely squirting "Flit" among our summer mosquitos and contemptuously exterminating a giant centipede which had terrified the señora.

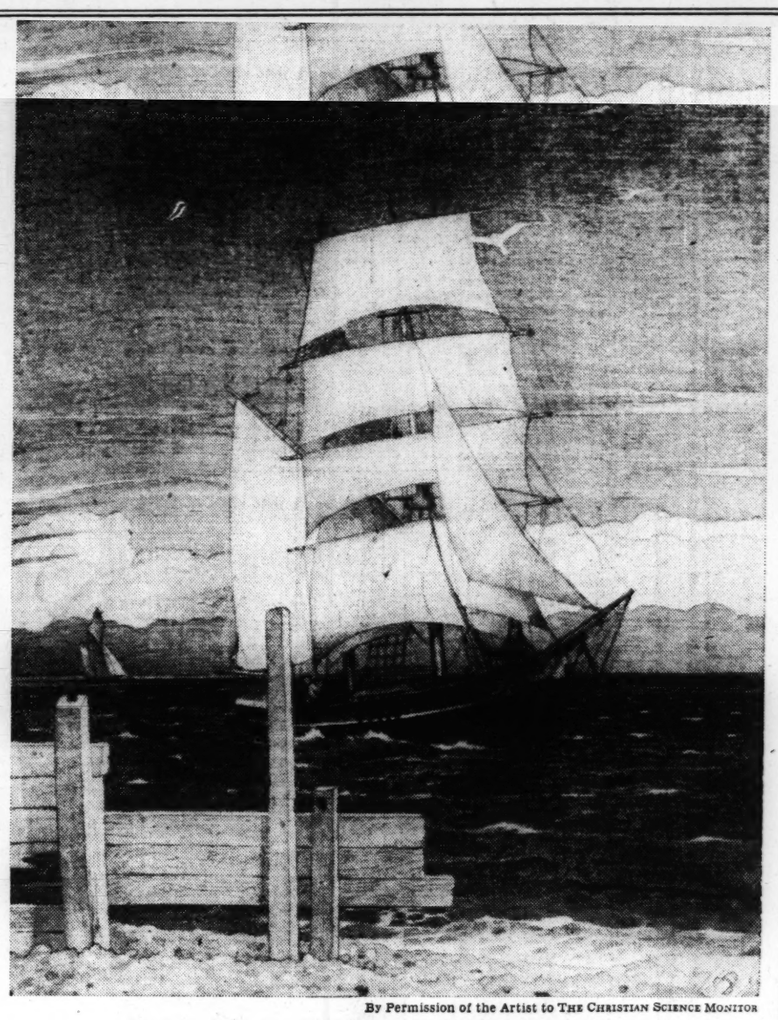
"What is it, Catalina?"

A shrug, and a curt: "Animal, señor."

And I see her as we left, standing in the street as our bus moved off, waving her apron, and, yes, actually weeping a little.

Truly, a creature of neither charm, distinction nor particular attraction. But unforgettable.

C. GORDON GLOVER



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"COMING IN": *A Painting in Tempera on Silk, by Maxwell Armfield*

LIKE a pearly white cloud, escaping from the sky, the vessel blows forward into the picture. She comes in swiftly, with her sails still set; with the cold water racing along her sides, and the wind-swept birds wheeling above and around. There is action in every line: a rising and falling of the graceful bow; a splash as she heads into the tide, and a sudden new activity along the beach where the waves run up to tell of her approach.

Mr. Armfield possesses a sensitive feeling for beauty in form, and he introduces an atmospheric interest which carries the eyes through miles of space. He succeeds in implying distance and depth, accentuating the movement of the elements by the simple means of contrasting them with a solid wooden structure in the foreground.

Tempera—a favorite medium of the artist—has been used in this instance on silk, giving additional delicacy and transparency to the subject. Pacheco, the master of Velasquez, writing in 1641, stated that, "tempera requires decision, and to be able to design well with facility, because one cannot take off easily, so what is done erroneously cannot be mended." It is this decision, and the facility of design which are the outstanding characteristics in Mr. Armfield's work.

The Old Coast Road to Plymouth

THE very earliest of the great roads in New England was the Old Coast Road, connecting Boston with Plymouth—capitals of separate colonies. Do we, casually accepting the fruit of three hundred years of toil on this continent—do we, accustomed to smooth highways and swift and easy transportation, realize the significance of such a road?

A road is the symbol of the civilization which had produced it. The main passageway from the shore of the Yellow Sea to the capital of Korea, although it has been pressed for centuries immemorial by myriads of human feet, has never been more than a bridle path. On the other hand, wherever the great Roman Empire stepped, it engineered mighty thoroughfares which are a marvel to this day. A road is the thread on which the beads of history are strung; the beads of peace as well as those of war. Thrilling as is the progress of aerial navigation, with its infinite possibilities of human intercourse, yet surely, when the entire history of man is unrolled, the moment of the conception of the building of a wide and permanent road, instead of merely using a trail, will rank as equally dramatic. . . .

Let us follow the old road from Boston to Plymouth: follow it not with undue exactitude, and rather too hastily, as is the modern way, but comfortably, picking up what bits of quaint lore and half-forgotten history we most easily may. . . .

We shall meet the Indian first, running lightly on straight moccasined feet, along the trail from which he has burned, from time to time, the underbrush. He does not go by land when he can go by water, but in this case there are both land and water to meet, for many are the streams, and they are unbridged as yet. With rhythmic lope, more beautiful than the stride of any civilized limbs, and with a sure divination of the best route, he chooses the trail which will ultimately be the highway of the vast army of pale-faces. Speed on, O solitary Indian—to vanish down the narrow trail of your treading as you are destined, in time, to vanish forever from the vision of New England! Behind the runner plod two stern-faced Pilgrims, pushing their way up from Plymouth toward the newer settlement at the Massachusetts Bay. They come slowly and laboriously on foot, their guns cocked, eyes and ears alert, wading the streams without complaint or comment. They keep together, for no one is allowed to travel over this Old Coast Road single, "nor without some arms, though two or three together." The path they take follows almost exactly the trail of the Indian, seeking the fords, avoiding the morasses, clinging to the uplands, and skirting the rough and wooded heights.

After them,—almost a decade after—we see a man on horseback, with his wife on a pillion behind him. They carry their own provisions and those for the beast, now and then dismounting to lead the horse over difficult ground, and now and then blazing a tree to help them on their return journey—mute testimony to the cruder senses of the white man to whom woodcraft never becomes instinctive. The fact that this couple possesses a horse presages great changes in New England. Ferries will be established; tolls levied, bridges thrown across the streams which now the horses swim, or cross by having their forefeet in one canoe ferry and their hind feet in another—the canoes being lashed together. As yet we see no vehicle of any kind, except an occasional sedan chair. (The first one of these of which we have knowledge was presented to Governor Winthrop as a portion of a capture from a Spanish galleon.) . . . The next year we read of Governor Winthrop surmounting the difficulty [of wading streams] when he goes to visit Governor Bradford, by being carried on the backs of Indians across the fords. (It took him two days to make the journey).

It is not strange that we see no wheeled vehicles. In 1672 there were only six stage-coaches in the whole of Great Britain, and they were the occasion of a pamphlet protesting that they encouraged too much travel! At this time Boston had one private coach. Although one swallow may not make a summer, one stage-coach marks the beginning of a new era. The age of walking and horseback riding approaches its end; gates and bars disappear, and crooked farm lanes are gradually straightened; in come a motley procession of chaises, sulkies, and two-wheeled carts—two-wheeled carts, not four. There are sleds and sleighs for winter, but the four-wheeled wagon was little used in New England until the turn of the century. And then they were emphatically objected to because of the wear and tear on the roads! . . .

Thus, then, from a thin thread of a trail barely wide enough for one moccasined foot to step before the other, to a broad, level thoroughfare, so wide that three or even four automobiles may ride abreast, and so clean that at the end of a day's journey one's face is hardly dusty, does the history of the Old Coast Road unroll itself.—AGNES ROTHERY, in "The Old Coast Road." (Boston: Houghton Mifflin.)

Little Wooden Horse

IN this quiet room
In Cambridge,
I take you in my hand and smooth your side
With my fingers.

When he shaped you, and whittled you,
From apple-wood in someone's orchard,
Carelessly;
Whistling as he worked with his strong
German fingers,
Did he say:
"This one will stay.
(He is mine; no one will want to buy him.
See, I have hardly finished him).
He will not go—With his clumsy colt's legs,
His naïve head twisted back
To lick his side;
His pointed faun's ears,
His quick slanted eye,
He will remind me of this day;
Of the sun, and of Greta's smile
Which she gave me this morning."

So he polished you,
And so he carved you,
Thinking in his heart that you were his own;
The child of his imagining,
His image of spring, of joy,
And of youth.

Foolish, foolish carver.
Did he not know
That such as you
Have no need of wings to set them free?

A. JACQUELINE SHAW

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Die rechte Antwort

Übersetzung des auf dieser Seite in englischer Sprache erscheinenden christlich-wissenschaftlichen Aufsatzes

DER Schüler, der rechnen lernt, zweifelt nicht daran, daß es für jede Aufgabe eine rechte Lösung gibt. Wenn er, mit einfachem Zusammenzählen, Abziehen, Vervielfachen und Teilen beginnend, die Beziehung der Zahlen zueinander verstehen lernt und die Grundregeln anwendet, werden ihm zur Übung im schnellen und genauen Rechnen viele Aufgaben zu lösen gegeben. Später lernt er das Rechnen mit einfachen und zusammengesetzten Brüchen kennen, und im Laufe der Zeit wird er mit allen grundlegenden Arten des Rechnens vertraut. Jeder Gegenstand wird ihm vollständig dargeboten und durch zahlreiche Beispiele erläutert, so daß er die Regeln, die er studiert, praktisch anwenden lernt.

Der Schüler der Christlichen Wissenschaft findet, daß er einen ähnlichen Lehrgang verfolgt; denn er muß unbedingt mit der Grundwahrheit der Beziehung des Menschen zu Gott beginnen. Diese Beziehung, lernt er verstehen, ist dieselbe wie zwischen Vater und Sohn, zwischen Prinzip und Idee. Mary Baker Eddy, die Entdeckerin und Gründerin der Christlichen Wissenschaft, schreibt auf Seite 259 in „Wissenschaft und Gesundheit mit Schlüssel zur Heiligen Schrift": „Das christausgleiche Verständnis vom wissenschaftlichen Sein und vom göttlichen Heilen umfaßt als Basis des Gedankens und der Demonstration ein vollkommenes Prinzip und eine vollkommene Idee—einen vollkommenen Gott und einen vollkommenen Menschen".

Die Grundlage der Arbeit des Christlichen Wissenschafters ist also diese wahre Beziehung: „vollkommenes Prinzip und vollkommene Idee—vollkommener Gott und vollkommener Mensch". Wenn er diese Grundwahrheit versteht und auf die in seiner Erfahrung an ihn herantretenden Probleme anwendet, erkennt er, daß seine Mitmenschen nur dem sterblichen Sinn unfreundlich, ungerecht, unehrlich, krank oder sündig zu sein scheinen; denn in der Wahrheit des Seins ist der Mensch der vollkommene Ausdruck, die vollkommene Idee des vollkommenen Prinzips, Gottes.

Tritt im Geschäft des Christlichen Wissenschafters ein Zustand ein, der nach seiner Ansicht schwer zu lösen ist, so sucht er unwillkürlich bei der Quelle aller Intelligenz rechte Führung. Er vermehrt seinen Verständnisvorrat um ein Vielfaches durch sorgfältiges Ergründen seiner Lehrbücher, der Bibel und Wissenschaft und Gesundheit. Er nimmt sich auch zu seiner geistigen Arbeit und zum Gebet ebenso reichlich Zeit wie zu seiner Berufstätigkeit, zur Erfüllung seiner Pflichten gegen seine Mitmenschen, zur Ruhe und Erholung. Wenn er bei jedem Schritt Gottes Führung sucht, wird er unvermeidlich zur rechten Lösung jedes Problems geführt. Er findet die rechte Antwort.

Ein Geschäftsmann, von Beruf Reisender, mußte in einer Nachbarstadt einen Mann besuchen, den er bei früheren Besuchen schroff und unzugänglich gefunden hatte, weshalb er voller Bedenken war, als er sich auf den Weg dorthin machte. Es war nicht seine Gewohnheit, Fremde auf der Landstraße zum Mitfahren einzuladen; aber ein in seiner Fahrtrichtung wandernder Mann zog durch seine ganze Erscheinung seine Aufmerksamkeit auf sich. Als er ihn eingeholt hatte, hielt er seinen Wagen an, erkundigte sich nach seinem Reiseziel und lud ihn ein, mit ihm zu fahren, so weit er gehe. Als er erfuhr, daß der Mann zu einer in Not befindlichen Verwandten in einer entfernten Stadt ging und seine Reise zu Fuß machen mußte, weil ihm die Mittel zur Fahrt fehlten, brachte er ihn zur Omnibusstelle und kaufte ihm einen Fahrschein nach seinem Reiseziel. Tränen der Dankbarkeit standen dem jungen Mann in den Augen.

Der Geschäftsmann kam durch die Verzögerung eine halbe Stunde zu spät zu seiner Verabredung. Indem er aber mit seiner Geschäftsreise brüderliche Liebe verbunden hatte, hatte er zugleich Furcht und Zweifel von seinem Bewußtsein fern gehalten. Als er in das Geschäft seines Kunden kam, entschuldigte er sich wegen seiner Verspätung; es wurde ihm aber versichert, daß es nichts zu sagen habe, da der Mann selber aufgehalten worden und somit später gekommen war. Es wurde dem Reisenden ein Platz angeboten, und er wurde gebeten, sein Angebot ausführlich darzulegen. In auffallend kurzer Zeit hatte sein Kunde einen großen Vertrag zu Bedingungen unterzeichnet, die für alle Beteiligten befriedigend waren. So hatte er dadurch, daß er einem andern einen Dienst erwies, die rechte Lösung für sein Problem gefunden.

„Gebt, so wird euch gegeben. Ein voll, gedrückt, gerüttelt und überflüssig Maß wird man in euren Schoß geben" (Luk. 6, 38).

Auskunft über christlich-wissenschaftliche Schriften in deutscher Sprache gibt auf Anfrage die christlich-wissenschaftliche Verlagsgesellschaft (The Christian Science Publishing Society, Boston, Massachusetts, V. S. A.).

Wisdom's Fruits

THE only human quality the Old Testament praises with warmth is wisdom, which in the last analysis is the art of living, hardly to be attained except through long experience. The fear of the Lord was the beginning of it, as of everything good, but wisdom itself was the culmination, the reward, of the Hebrew's eternal quest to understand life and mankind. It was by no means knowledge for the sake of knowledge. To depart from evil was the necessary result of it. The wise man not only knew, he acted wisely. Ye shall know them by their fruits. Wisdom's fruits were prudence, industry, discretion, self-control, a peaceable and equable spirit, all qualities of the utmost value for living successfully and happily with others. "The wise in heart shall be called prudent—He that is slow to wrath is of great understanding—A fool uttereth all his mind, but the wise keepeth it in till afterwards—I went by the vineyard of the man void of understanding and lo, it was all grown over with thorns—A good understanding have all they that do his commandments."

Knowledge must discover an intelligent way of living or it would be worth nothing. If wisdom broke down in practice it was not wisdom. "The ear that heareth the reproof of life, abideth among the wise."

This was the point of view of the men Amos and Isaiah grew up under. When they asked themselves if sacrifice and incense made life better, they were applying to worship the test they had been taught to apply to the affairs of daily life: does practical experience show that the result is good? They were above and beyond the rest not because of the realistic way they saw life, but because they caught sight of a new reality, the most important ever perceived. They were the first to see and to urge on the unconscious movement long under way among their nation to substitute love for fear as the motive power in human life. The God the prophets saw, very dimly to begin with, but always more and more clearly, was a God of good will toward men who did not need to be pacified and propitiated.

The shifting of the center of worship away from fear toward love is the most momentous change that ever took place in men's attitude. —EDITH HAMILTON, in "The Prophets of Israel." (New York: Norton.)

Lamb

COMES into pasture,
Winter's last thought,
Spring's tiniest atom
Fashioned from nought.

Comes into pasture,
Blown, soft wool,
Like earliest blossom,
White, pitiful.

Comes into pasture,
Child's plaintive cry,
Joying in flowers,
Far, tender sky.

LAURA BENÉT

Written for The Christian Science Monitor

THE student of arithmetic has no doubt that there is a right answer to every problem. As he studies the relationship of numbers and applies the fundamental rules, beginning with simple addition, subtraction, multiplication, and division, he finds many problems presented for solution which are intended to train him in rapid and accurate computation. As he advances in his course, simple and compound fractions engage his attention, and he goes on from one fundamental part of his subject to another. Each subject is fully presented and set forth with numerous examples showing the practical application of the rules he is studying.

The student of Christian Science finds himself following a course of study, in somewhat the manner of a student of mathematics, for he must needs begin with the basic truth of man's relationship to God. This relationship, he learns, is as Father to son, Principle to idea. Mary Baker Eddy, the Discoverer and Founder of Christian Science, writes on page 259 of "Science and Health with Key to the Scriptures," "The Christlike understanding of scientific being and divine healing includes a perfect Principle and idea,—perfect God and perfect man,—as the basis of thought and demonstration."

The basis of his work, then, as a Christian Scientist, is this true relationship, "perfect Principle and idea,—perfect God and perfect man." As he understands and applies this basic truth to the problems which come to him in his experience, he sees that only to mortal sense do his fellow men appear to be unkind, unfair, dishonest, sick, or sinful, for, in the truth of being, man is the perfect expression or idea of the perfect Principle, God.

When a situation arises in his business which he finds difficult of solution, the Christian Scientist turns instinctively to the source of all intelligence for right guidance. He multiplies his store of understanding manyfold by a careful study of his textbooks, the Bible and Science and Health. He likewise takes ample time for study and prayer, as well as for his business activities, service to his fellow man, rest, and recreation. Seeking God's guidance at every turn, he is inevitably guided into the right solution of every problem. He finds the right answer.

A business man, whose work was selling, found it necessary to call upon a man in a near-by city. On previous calls he had found him gruff and unresponsive, and was therefore full of apprehension as he started to drive to that city. It was not his habit to pick up strangers on the highway, but he was attracted by the peculiar appearance of a man who was walking in the same direction as he was driving. Pausing beside him, he asked his destination and offered him a ride as far as he was going. On learning his story of a loved one in trouble in a distant city, and that he was going to her on foot because he was without funds to make the journey, the salesman took the man directly to the bus depot and purchased a ticket for him to his destination. Tears of gratitude filled the eyes of the young man.

The business man arrived at his appointment half an hour late because of the delay. However, in adding brotherly kindness to his activities, he had likewise subtracted fear and doubt from his consciousness. Reaching the office of his client he apologized for his lateness but was assured that it was quite all right as the man himself had been delayed in reaching his desk. The salesman was invited to be seated and to present the details of his proposition. Within a remarkably short time he had secured the signature of his client to a large contract on terms which were satisfactory to all concerned. Thus, in serving one of his fellows he had found the right answer to his problem.

"Give, and it shall be given unto you; good measure, pressed down, and shaken together, and running over, shall men give into your bosom" (Luke 6:38).

[In another column will be found a translation of this article into German]

Wedding Procession

(Peking)

THE toot of the horns and the tinkle of the bells
Sounds through the drum-throb and the clarion rhythm of the gongs.
With their soiled and casual splendor, the ragged bearers straggle
In loose medallioned coats of red and green—
Some with scarlet banners tilted on their shoulders,
And some with gifts displayed in shining cases,
And some with camphor chests and trousseau boxes.

Behind the silken curtains embroidered with peonies on scarlet,
The young bride rides in a gay sedan chair,
In her red gown and red slippers,
And her red headdress sewn with tiny mirrors.
Behind the vivid curtains she is weeping softly—
Weeping as befits a modest Chinese maiden
Riding to her husband's courtyards in a red and green procession,
With the horns and the drums, the bells and the gongs,
And the ragged bearers with the wedding gifts and scarlet banners.

MARGARET MACKPRANG MACKAY

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Budget Battle Again in House

Battle lines were drawn tight today for legislative show down on Governor Curley's budget.

The House Ways and Means committee reported the budget, as amended by the Senate last week, out on the floor today, disclosing that the fight has centered on three items:

1. The move to boost the highway maintenance fund from the $3,000,000 recommended by the House Ways and Means Committee to the $4,600,000 sought by the Governor and approved by the Senate.

2. Proposal to boost the Hayden-Cartwright road construction program from the $2,400,000 approved by the House to the $2,800,000 recommended by the Senate.

3. Boost of the Alcohol Beverage Commission appropriation from $96,000 to $110,000.

House Democrats went into session with Governor Curley at the City Club this noon. He is presumed to have given them a pep talk particularly directed at those sons of Jefferson and Jackson who defected two weeks ago to vote with the Republicans.

Speaker of the House Leverett Saltonstall has called a Republican caucus for late today to form once more the lines which held successfully when the House cut 600 items in the Governor's budget.

Tomorrow probably will be used up in reading the committee reports. The test is scheduled for Thursday.

On the outcome depends more than just the amounts involved in the budget items. If the Republicans defeat the measures, especially the highway maintenance item, it will mean, some observers say, the beginning of the end of the Governor's political domination of the State, for it would seriously hamper his patronage-granting powers, and without these powers his ability to hold lesser satellites in line would be lessened.

Coolidge Men Hit Curley Budget

When Governor Curley recently affirmed his intention of seeking the Senate seat now occupied by Marcus A. Coolidge, sometimes called the "Forgotten Man of Massachusetts Democracy," speculation was everywhere rife concerning what the junior Senator would do about it. Today such speculators had their answer. A schism in the party looms. Just how serious it might be, nobody knows.

First salvo was fired today by Robert E. Greenwood, Mayor of Fitchburg, and Senator Coolidge's son-in-law.

In a tart letter received by the four representatives from Fitchburg he opposes Governor Curley's budget and calls upon them to join with the Republicans to defeat it. He says that passage of the budget, as amended by the Senate, would add $2 to the Fitchburg tax rate, and would defer restoration of pay cuts to Fitchburg.

Constitution Fete Is Proposed

Celebration of the 150th anniversary of the United States Constitution was the concern of Representative Edward J. Kelley, Democratic floor leader from Worcester, this morning. He introduced a petition calling for the naming of a 13-member commission to co-operate with the national committee, of which Representative Sol Bloom of New York is chairman.

The Massachusetts committee would be limited to an expenditure of $10,000.

Representative Kelley pointed out to the House members today that the Constitution was written in 1787 and that a nationwide observance of its anniversary is planned. A state commission is needed, he said, to carry out plans of a local nature and to work with the national group.

The Massachusetts commission would be composed of the Governor, the Lieutenant Governor, the president of the Senate and one senator appointed by him, the Speaker of the House and five representatives chosen by him, and three persons to be named by the Governor with the approval of the Executive Council.

Weather

U. S. Weather Bureau Report

Boston and Vicinity: Somewhat overcast, with slightly lower temperature tonight and Wednesday; gentle to moderate variable winds, probably becoming northerly.

Maine and New Hampshire: Partly cloudy and cooler, except on the coast, tonight; Wednesday cloudy.

Vermont: Cloudy and cooler tonight; Wednesday cloudy, followed by showers.

Massachusetts, Rhode Island and Connecticut: Cloudy tonight and Wednesday; cooler.

Atlantic Coast, Eastport to Sandy Hook: Moderate to fresh shifting winds becoming northerly; mostly cloudy tonight and Wednesday with scattered showers.

Official Temperatures

	A	B		A	B
Boston	62	71	Minneapolis	64	76
Bermuda	66	78	New Orleans	74	88
Chicago	68	80	New York	62	70
Denver	48	70	Norfolk	60	74
Helena	42	80	Philadelphia	64	76
Jacksonville	70	86	St. Louis	64	78
Kansas City	58	74	San Francisco	52	64
Los Angeles	56	76	Washington	66	82
Miami	78	82			

A—9 a. m., D. S. T., May 12.
B—Maximum, May 11.

High Tides at Boston

Tuesday, 4:22 p. m.; height, 8.7 feet
Wednesday, 4:34 a. m.; height, 9.6 feet
Light all vehicles at 8:35 p. m.

Chief Pulls Alarm To Obtain Quorum

By the Associated Press

Marlboro, Mass., May 12

WHEN the Marlboro Firemen's Relief Association met last night to elect officers there were not enough firemen present to start a fire, let alone extinguish one. So Chief Samuel Daoust pulled Box 36, in the center of town.

The meeting started five minutes later with a quorum. They re-elected the chief president.

Lizzie the Kitty Ship's Fire Alarm

". . . And this," said Captain Gus Dunskey of the Forty-Fathom steam trawler Whitecap, "is Lizzie. She's a year old. I raised her from a kitten and last week she saved me on the high seas."

The fish dealers, able seamen and longshoremen down at Fish Pier this morning gathered a little closer. The Captain tweaked Lizzie's right ear while the cat clung to his shoulder and purred.

"'Twas on Western Bank, a good 500 miles east of Boston lightship," began the Captain, "and 'twas the night of May 9 that I am asleep in my cabin and all's well when I feel a scratchin' on my face, and I brush the cat away.

"'Afore I'm truly adoze again I feel the cat at her scratch' and I'm blaming myself for ever picking her up, ragged kitty as she is in Boston a year ago, when I smell smoke.

"I heave to before you'd know it, and the fire is not hard to find. It's right in my bedding. A ventilator from the galley has broken in my cabin, and a spark finds the bunk. I yell for the mate and he comes running with the fire hose and out goes Mr. Fire. But remember, 'twas the cat that awakened me."

The Whitecap arrived this morning with 170,000 pounds of fish under hatches.

New Nantucket Lightship Arrives

Three days lacking two full years from the time Nantucket Lightship, known as Number 117, was rammed and sunk at its station by the big White Star liner Olympic, the newest addition to Uncle Sam's fleet of floating beacons for guidance of mariners steamed up Boston Harbor today, fresh from the builders' yard.

Latest radio equipment, submarine signal apparatus and finishing touches will be installed aboard the Number 112, as the new lightship is known, during the next month, at the Chelsea Lighthouse Depot, under supervision of George E. Eaton, superintendent of the Second Lighthouse District. The crew of the relief lightship, now standing guard at the crossroads of the Atlantic, will be transferred to the new craft, and late in June the vessel will swing to an anchorage on treacherous shoals that abound south of Nantucket Island.

Design of the new lightship has been arranged specially for the most exposed and important "corner" in the transatlantic lanes between New York and Europe. Oil, water and storage tanks have been arranged around the hull of the ship, inside of which is practically another hull. High-power electric lights will send their message of cheer and direction in flashes from the mastheads. A radio beacon, a submarine oscillator, warning radio beacon of short range and a powerful compressed air fog signal help to compose the ultramodern equipment.

Inflow of Wool Nearing an End

Rising prices in wool markets abroad, as practically all of the foreign wool has been moved from growers' hands, plus the shearing of domestic sheep, virtually has ended the heavy purchases by Boston dealers in the markets of Australia, New Zealand and similar wool-producing countries.

Wool previously purchased continues to arrive here, and 1,857,810 pounds were landed on Boston ocean terminals last week, bringing the total brought here since July 1, 1935 (start of the federal fiscal year), up to 95,548,000 pounds, Joseph A. Maynard, collector of customs, declared today. Landed at all "ports" in the Massachusetts Customs District were 102,671,207 pounds, the bulk of which has gone direct to consuming mills.

While the bulk of the heavy influx of foreign wool at Boston and Philadelphia was purchased from first hands and before the marked rise in prices abroad, the recent trend has been so pronounced that quotations in other countries are now well above values here. Result: holders of foreign wool in bond in Boston can now ship their wools back across the ocean and sell in the London market at a profit, two transatlantic freight bills notwithstanding. Wool men say this condition rarely exists.

Imports of all kinds landed at Boston last week, for consumption, were valued at $2,575,620, Collector Maynard states, which is about $1,000,000 more than the value of imports for the similar week a year ago. Customs receipts last week—$521,552—were $146,925 larger than a year ago, while thus far this fiscal year Uncle Sam's revenue at Boston —$26,933,205—is $10,000,000 ahead of the previous year.

Boston Today

Quabbin Food Costs Attacked

Even while Senator Thomas Burke of Boston was filing an order to have Ralph W. Robart, commissioner of necessaries of life, investigate charges of profiteering on food and other commodities at the Quabbin Valley project, Commissioner Robart was on his way out to the west central part of the State today to investigate these charges.

Complaints have been received by Mr. Robart that the 1200 men on the Quabbin project (part of the Ware-Swift River water supply excavations) have had to pay 25 cents for a cup of coffee and a ham sandwich and 40 cents for a bar of soap.

Orders filed with the Legislature and from Governor Curley have already sought an arrangement in the towns where workmen are quartered whereby they will be able to send home part of their wages at the end of the week. They work five days a week at $4 a day, thus earning $20 a week. Commissioner Robart estimates that they can be housed, fed and transported for $10, whereas Governor Curley places the cost at $5.

In any case, the Governor has warned that unless the private shops and establishments in the towns themselves can charge prices which make this possible, the State will set up its own commissary department.

Mr. Robart stated today that there are 1200 men now at work on the Quabbin project and that this number will be gradually increased to 2000.

Cambridge Gas Rate Cut Sought

Attempts to gain a reduction in Cambridge gas rates ran into stormy seas at the State House today.

Spurred by disclosure that the Cambridge Gas Light Company, a member of the Associated Gas and Electric System, has realized a 34 per cent profit on capital contributed by investors in 1934, Cambridge consumers and city officials have clamored for rate reductions. Two methods have been suggested. They are:

1. Compulsion by the Department of Public Utilities of a lower scale.
2. Consummation of a contract between the Cambridge company and the Boston Consolidated Gas Company under which gas would be sold to the Cambridge concern at a lower price.

Chief obstacle in the path of this latter step is the fact that many present Cambridge gas employees would lose their jobs. The men are unionized and resist the Boston gas purchase scheme.

Today the Public Utilities Commission considered the matter and found itself in deep water as Theodore A. Lynch, city solicitor of Cambridge, sought to read a letter written to the gas workers' union in November, 1934. He said he wished to discover how much the commission was being influenced by the Governor in the current question.

Robert H. Holt, counsel for the Boston Consolidated Company, objected on the grounds that the letter was written before Mr. Curley took office.

Out of the hearing it became evident that most Cambridge officials side with the union in opposing the gas purchase from Boston proposal, but they are equally adamant in demanding that the DPU secure a rate reduction.

The question was taken under advisement by the commission.

DeCelles Hits Insurance Cost

Of the $4,500,000 which Massachusetts collected in insurance premium taxes last year only six per cent was used to run the state insurance department. The remainder of the money went into the state treasury to be used for other expenses.

That's all right as a business proposition, State Commissioner of Insurance Francis J. DeCelles told members of the American Management Association at their seventh annual insurance conference at Atlantic City yesterday, but, he said, a saving could be made for insurance buyers if the money collected was used only for the purpose of supervision and regulation of the insurance business.

In other businesses, the commissioner said, expenses have been shaved to a thin margin, but in the insurance business costs have remained uncontrolled. There are no "bargains" in insurance, he pointed out, adding that when money is saved by price-cutting, security and protection are lost. The buyer gets what he pays for and nothing more. Profit-sharing plans that reduce the cost of insurance are loss-sharing, he said.

N. E. Literature On Hindenburg

A call to the vacationing European, as well as to the American who believes in seeing Europe first, is being sounded by the New England Council.

Emphasizing its claims upholding New England as a vacation land, the Council sent a shipment of the New England vacation pictorial magazine to Lakehurst, N. J., for delivery via Hindenburg to advertising associations of England, France, Germany, Italy, Austria, Switzerland, and Scandinavian countries. The booklets were accompanied by a special joint invitation to come to New England for the silver jubilee international convention of the Advertising Federation of America being held in Boston, June 28 to July 2.

Liberal G. O. P. Platform For Nation Urged

Vermont Meeting Hears Plea of Senator Barbour of New Jersey

New Deal Attacked

State to Elect Nine Delegates Without Pledges to Cleveland Meeting

BURLINGTON, Vt., May 12 (AP)—United States Senator W. Warren Barbour, (R) New Jersey, called today for a "liberal" Republican platform which would "preserve and, if possible, broaden the freedom of the individual."

Speaking at the Vermont Republican convention, the New Jersey Senator asserted "when the Republican platform is written at the convention in Cleveland, I hope that it will be liberal in the true sense of the word. I hope it will be a vital platform, recognizing the needs of the present day."

Nine Delegates

Nine delegates, Vermont's quota, will be elected to the National Republican Convention at today's meeting. Not one of the leading Republican presidential candidates has sought the favor of the delegation and not one of the delegate candidates has expressed a presidential preference.

There are three counts, Senator Barbour declared, upon which "we may indict the New Deal—taxes, relief and reciprocal tariff."

"The New Deal," said Senator Barbour, "has made of the taxing power a weapon with which it can smite its particular enemies and arm those in the vanguard of the fight to achieve a new kind of America. No longer do taxes bear any relation to governmental expenditures. They are used by the New Deal for the purpose of soaking the rich, of leveling off the nation's wealth and now of thrusting the Government into private enterprise."

Relief Situation

Of relief, the senator declared: "The centralization of relief in the Federal Government has torn up by the roots the old policies of local responsibility for the unemployed and implanted in the public consciousness a belief that Uncle Sam will take care of everyone forever. . . .

"Federally administered relief has been expensive, inefficient and wasteful. It has never pursued a persistent course. . . . The administration of relief should go back to the states with grants-in-aid furnished by the Federal Government until such times as the unemployed can be absorbed by private enterprise or the states can bear the burden themselves."

Senator Barbour, who praised the Vermont delegation in Congress, told the convention that Senator Warren R. Austin of Burlington "pointed out not so long ago that despite the President's assurance that he did not intend the tariff on farm products to be lowered, that is exactly what is taking place.

Avenue From Canada

"The duties on poultry, cheese, cream, maple sugar, cereals, many fruits, hay, lumber and timber, among others, have been lowered and you or Vermont have good reason to know what that means. Situated as you are, the natural avenue from Canada to the eastern seaboard of the United States, you need but to stand by the roadside, or the railroad tracks to notice the effect of lowered tariffs on American products."

The Senator declared the United States had its choice of three directions in which to move. He said "we could centralize all governmental actiivties and so proceed through inevitable regulation and ultimate absorption of private enterprise to a dictatorship which would command every last one of us how to live, how to work, when to play, and whom to worship.

"We could choose a leveling process whereby all people would be reduced to the status of a herd. This is theoretical Communism the type of government which Russia tried to be and, failing, became a dictatorship."

Gravity in Reverse

International

Coasting on Maine's Up-Down Hill

Scene at Wilton, Where Motorists and Cyclists Apparently Defy Laws of Gravity by Coasting Uphill. Discussion Rages as to the Reason for the Seeming Impossibility. Starting at the Birch Tree Shown in Extreme Left Background, Automobiles Coast Up Past the Point Occupied by the Boy on the Bicycle at a Speed of 10 Miles an Hour. Generally Considered an Optical Illusion, This Phenomena Is Attributed by Some Local Residents as Due to Magnetic Ore in the Earth

Annual Congress Of N. E. Women Slated in Detroit

The twenty-third congress of the National Society of New England Women will be held at Hotel Statler, Detroit, Mich., May 18-21, with Mrs. Parlan Semple Jr. of Montclair, N. J., presiding at all sessions. An unusual attendance of delegates is expected. Mrs. Edward S. Holmes is president of the hostess colony, and Mrs. Mattie P. Jacobs is chairman of the congress.

On the afternoon of Sunday, May 17, Ann Arbor Colony will give a tea in honor of the delegates at the Michigan League. That evening there will be a courtesy coast-to-coast radiocast on the Ford hour in honor of the congress. The New England Symphony, based on the Log of the Mayflower, composed by Dr. Edgar Stillman-Kelly, dean of American composers and a descendant of Governor Bradford, will be played, together with other New England music.

On Monday there will be a luncheon at Dearborn Inn followed by a trip to the Ford Museum and Greenfield Village. That evening a memorial service will be held for the members who have passed on during the year, conducted by the chaplain-general, Mrs. John Foster McMillan of Elizabeth, N. J. A memorial pageant written by Mrs. Jacobs will be presented.

The congress will open formally on the nineteenth with the procession of the officers and with the

(Continued on Page 11, Column 7)

Views of U. S. Peace Leaders To Be Heard at Boston Parley

The Boston Peace Conference, last in a series of nationwide meetings of the Emergency Peace Campaign, will include six daytime sessions next Monday and Tuesday, at the Chamber of Commerce, and a mass meeting at 8 o'clock on Monday evening in Tremont Temple.

George Lansbury, British Labor Member of Parliament, who first made a name for himself as a hunger strike for women's suffrage, will speak at Monday's luncheon and at the mass meeting, when Dr. Kirby Page and Dr. Charles G. Fenwick also will speak. Dr. Page, whose works on international problems have been translated into 10 languages, and who has lectured in 35 different countries, is well known as an author and publicist. Dr. Fenwick from Bryn Mawr College is president of the Catholic Association for International Peace, and professor of law and political science.

Monday's opening session will be conducted by Julian D. Steele, the Rev. Evart E. Turner and Prof. Arthur N. Holcombe. Speakers at the afternoon meeting will include Mrs. Grace Morrison Poole, Prof. Rupert Emerson, Lewis Rex Miller, Mrs. Henry C. Eaton, Paul Donham and Thomas F. Quinn.

Monday, May 18, is World Good Will Day, the thirty-seventh anniversary of the first peace conference at The Hague. On that day the conference will consider the general topic of the prevention of war.

Tuesday's discussions will take up the promotion of peace. Ellen Fitz Pendleton, president of Wellesley College, Francis H. Russell, Prof. Fred C. Smith and Rabbi Beryl D. Cohon will speak at the morning session. Admiral William S. Sims will be the luncheon speaker, and the afternoon session will be addressed by Herbert C. Parsons, the Rev. Frank Jennings and W. J. Kitchen.

Dramatic force will be added to the mass meeting on Monday evening by the entrance, under nurse escort, of a corps of shell-shocked World War veterans, the reading of Robert Service's poem, "The March of the Dead," and of a prize essay on peace by a school child. The audience will have an opportunity to ballot, recording their personal attitude toward war and peace.

County Pensions Bill Has Hearing

Financial umbrellas for the proverbial "rainy day" were raised and lowered for approval at a hearing before the Legislative committee on counties today. Representatives of employees of Essex, Norfolk and Worcester counties joined in urging favorable action on a bill setting up a contributory pension system for county employees.

This bill is based upon a report of a special commission composed of Edmund S. Cogswell, deputy commissioner of insurance; Kenneth M. Damron of the division of accounts, and Lloyd A. Foye, secretary of the state board of retirement.

By its provisions county employees will pay in 5 per cent of their weekly salaries. All new county employees will be compelled to come within the provisions of the act and for older employees the provisions will be optional.

Representative Mason Sears of Dedham, representing the Norfolk group, said this contingent objected to the make-up of the retirement board which would administer the fund. Norfolk employees want an election of representatives by popular vote instead of appointment by the county commissioners.

The committee on pensions has recommended favorable action on the bill.

Cut in Salisbury Licenses Sought

Forty-five taxpayers of the town of Salisbury today filed a petition for a hearing before the Alcoholic Beverages Control Commission seeking revocation of nine of the 13 summer liquor licenses granted by the commission. The petition alleges that when the commission acted upon the estimate of summer residents—given at 15,000—it knew it was arbitrary and made in bad faith.

Census taken last summer showed the number of summer residents of Salisbury to be 3014, which would allow only four licenses to the town.

Bright Lights Called Bar To Safer Driving

Goodwin Also Declares Depressed Beam Is Added Hazard

Commissioners Meet

Common Sense, Not Experts, Held Needed to Solve Problems

Special to The Christian Science Monitor

PHILADELPHIA, May 12 — An automobile headlight with low candlepower which will illuminate the highway to reduce accidents in night driving was demanded today.

Frank A. Goodwin, registrar of motor vehicles in Massachusetts, laid down this stipulation here in an address before the Eastern Conference of Motor Vehicle Administrators.

The increase of candlepower in headlights from 21 to 32 and the use of the "depressed" beam (which focuses the lights on a 50-foot patch of roadway directly in front of the car) were blamed by Mr. Goodwin as a main factor in the increase of auto accidents. He cited Massachusetts figures to prove his point.

Glare Chief Hazard

"A 21-candlepower beam will light up a highway from a quarter to half a mile, a sufficient light for all driving speeds," said Mr. Goodwin. "On the other hand, the 32-candlepower bulb which we use today sends forth a beam of nearly 50,000 candlepower. If it were possible to have such a light that would not glare the oncoming driver, I admit it would be better.

"At no time is it possible to have even a large percentage of these lights aimed and focused properly. In this hilly section of the country almost half the time headlights are shooting into the eyes of oncoming operators. In addition to glare, we have the evil of the depressed beam.

"Let us suppose that a man is traveling 40 miles an hour and he has his beam in the low position, as millions are doing on the highways of this country every night. What is the situation? With the beam depressed, it hits the highway 50 feet ahead, with the result that no driver can see objects 100 feet ahead of him, especially if there is another car coming the other way whose operator has not depressed the beam.

Cites Accident Figures

"This depressed beam was put across by this convention about 1924 because one man, who held the patent, put the pressure on, and he was aided by the General Motors Company. He was looking for royalties and General Motors were looking for a new selling point, and what has come of it? Let me give you the figures from Massachusetts.

"In 1933-35 there were 443 more fatalities than in 1923-25. But there were 139 less fatalities in the daytime and 582 more at night.

"In 1923-25, there were 241 fewer pedestrian fatalities than in 1933-35, but 463 more pedestrian fatalities in the latter period in the nighttime.

"In view of the fact that the 21-candlepower bulb will show substantial objects from a quarter to a half a mile ahead, and in view of the fact that the depressed beam does not make it possible to see objects 100 feet ahead, even with a 32-candlepower bulb, I think the time has come for this conference to forget the experts, make a survey by practical experience on the highway, and treat this whole lighting subject as a common-sense subject and not as a technical one. The reason it cannot be treated as a technical one is that we are dealing with millions of people, many of them lawless, and too many more slow-thinking.

"And we are dealing with road conditions that do not admit of a scientific treatment, because there are curves and there are hills, and even if lights are focused and aimed properly, going over a hill they will knock your eye out just the same.

Practical Approach

"I want to make this further observation: the motor vehicle administrators have been allowing the manufacturers too much scope. The only thing they are interested in is making dollars, and any new gadget or frill or fancy that they can use as a selling point to sell more cars than their competitors, they will put on, regardless of what effect it has on the highway safety.

"I hope each member of this Conference will look into the matter from a practical standpoint himself, without regard to any scientific treatment, and when we meet again we may be able to handle this whole subject in a common-sense manner."

Mercury Takes Another Climb

Boston's chances of seeing any previous records broken at the Weather Bureau today were very meager in the opinion of Chief Weatherman G. Harold Noyes, in spite of the mercury's steady climb.

The temperature at 8 o'clock this morning registered 62 degrees, at noon it had risen to 75 degrees. In 1908, old Sol registered his highest efforts to warm Boston citizens on May 12, as 84 degrees. The highest temperature this year was 83 degrees on May 8.

The forecast for Boston and vicinity indicated that the city was in a somewhat overcast zone, with a slightly lower temperature tonight and Wednesday.

What—When—Where

In and Around Boston Tonight

Theaters

"TOBACCO ROAD" (Plymouth) — Henry Hull in the play adapted by Jack Kirkland from Erskine Caldwell's novel of brutish Georgia Crackers. 8:30.

Movies

COLONIAL THEATER—"The Great Ziegfeld," featuring William Powell, Myrna Loy, Luise Rainer and many other stars. Directed by Robert Z. Leonard, produced by Hunt Stromberg. 2:15, 8:15.

COOLIDGE CORNER—"These Three." 3:30, 6:40, 9:50. Also "Dancing Feet," with Joan Marsh, Ben Lyon and Edward Nugent. 2:05, 5:10, 8:15.

BOSTON—"The House of a Thousand Candles," with Mae Clarke and Phillips Holmes. 10:53 a. m., 1:45, 4:55, 7:47, 10:20. Stage: "Footlight Flashes," featuring Faith Bacon, Jimby Savo, J. Harold Murray and others.

EXETER—Henry Fonda and Sylvia Sidney in "Trail of the Lonesome Pine." 3:10, 6, 8:54. Also "Here Comes Trouble," with Paul Kelly and Arline Judge. 2:10, 5, 7:50.

METROPOLITAN — Bette Davis in "The Golden Arrow," assisted by George Brent and Eugene Pallette. 11:30 a. m., 2:05, 4:55, 7:45, 10:35. Stage: A. Robins, heading musical revue.

MODERN—Shirley Temple and Guy Kibbee in "Captain January." 10:28 a. m., 1:18, 4:08, 6:58, 9:48. Also "The Moon's Our Home," with Margaret Sullavan and Henry Fonda. 9, 11:50 a. m., 2:40, 5:30, 8:20.

UPTOWN — "Colleen," with Dick Powell, Jack Oakie, Ruby Keeler, Joan Blondell and Hugh Herbert. 1, 4, 7, 10. Also "Thirteen Hours by Air," featuring Fred MacMurray, Joan Bennett, Zasu Pitts, and others. 2:35, 5:35, 8:35.

SOUTH STATION THEATER—"March of the Presidents." "Dance of the Hours." "Fitzpatrick Travel." Major Bowes' Amateurs. "Night Life in Europe." "Down the River," latest newsreels and other shorts.

MEMORIAL—"Things to Come," by H. G. Wells. The famous novelist's first film, made from his book. "The Shape of Things to Come." Produced by Alexander Korda. 10 a. m., 12, 2, 4, 6, 8, 10.

Tonight at the Pops

SYMPHONY HALL—Harvard Night. 8:30.

Procession of Bacchus.....Delibes
"Der Freischütz," Overture.....Weber
Danse Macabre.....Saint-Saëns
"Ride of the Valkyries".....Wagner
Choruses with Orchestra from "Patience" (Sullivan) and Sea Shanties..(McPhee)
Harvard Glee Club Chorus
G. Wallace Woodworth, Conductor
"Schéhérazade," Third Movement
Rimsky-Korsakov
The Prince and the Princess
"Rienzi," Overture.....Wagner
Selection, "The Lid's Of," HASTY PUDDING SHOW of 1936
Cammann Newbury '37 E. R. Sargent '36
Gaspar G. Bacon Jr. '37
(Arranged by Leroy Anderson)
(Conducted by Leroy Anderson)
"Voices of Spring," Waltzes.....Strauss
"Up the Street".....Morse

FINE ARTS—"Pêcheur d'Islande" (Iceland Fisherman) in French with English subtitles. 1:45, 3:45, 5:45, 7:45, 9:45. Daily at 12:45, recorded symphonic program: Serge Rachmaninoff and Fritz Kreisler, in the Grieg Violin Sonata in C Minor. Newsreel and other shorts.

FENWAY AND PARAMOUNT—Pat O'Brien and Josephine Hutchinson in "I Married a Doctor." Fenway: 2:05, 4:44, 7:23, 10. Paramount: 10:38 a. m., 1:26, 4:14, 6:54, 9:34. Also "Man Hunt," featuring Ricardo Cortez. Fenway: 1, 3:30, 6:18, 8:57. Paramount: 9:33 a. m., 12:20, 3:09, 5:49, 8:29.

UNIVERSITY—Miriam Hopkins and Merle Oberon in "These Three." 3:05, 6:15, 9:29. Also "Lady of Secrets," featuring Ruth Chatterton. 1:45, 4:55, 8:05.

STATE AND ORPHEUM—Wallace Beery, Barbara Stanwyck and John Boles in "A Message to Garcia." Orpheum: 10 a. m. Both theaters: 1, 4:05, 7:10, 10:15. Also "Tough Guy," co-starring Jackie Cooper and Joseph Calleia. Both theaters: 11:35 a. m., 2:40, 5:45, 8:30.

Radio Programs
On Page 10

TREMONT — Robert Taylor and Eleanor Powell in "Broadway Melody of 1936." 9, 11:50 a. m., 3:50, 6:20, 9:35. Also "Wild Boys of the Road," with Frankie Darro. 10:40 a. m., 1:45, 5, 8:15.

Music

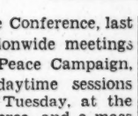
ROXBURY WPA CONCERTS—Boston Concert Orchestra, Chester Mason, coductor. Practical Arts auditorium, 27 Garrison Street, 8. Also State Symphony Orchestra, Alexander Thiede, conductor. Memorial High School for Girls, Townsend and Deckard Streets, 8:15.

Other Events

B. U. SCHOOL OF EDUCATION—Illustrated lecture on Humperdinck's opera, "Hansel and Gretel," by Warren Storey Smith, music critic, Exeter Street, 8:15. Free to the public.

WOMEN'S REPUBLICAN CLUB — Young Voters' dinner and guest night. Entertainment by the Whitney Studio Players. 46 Beacon Street, 6:30.

COPLEY-PLAZA HOTEL —Annual dinner of the New England Railroad Club, 6:30.



ZONTA CLUB — Dinner meeting. Open forum, "Is Universal Peace Possible?" 264 Boylston Street, 6:30.

SOUTH END WPA LECTURE—"Youth: Here and Abroad"; with joint concert by the City Concert Orchestra, Alfred Moore, conductor, and the Boston Civic Chorus, G. Roberts Lunger, conductor, Williams Municipal Building, 400 Shawmut Avenue, 7:45.

ROXBURY WPA LECTURE — "Trial by Jury in Massachusetts," by Wendell P. Murray, with instrumental trio and vaudeville. Brundwick Civic Club, 615 Warren Street, 8.

Tomorrow

MUSEUM OF FINE ARTS—"Jewelry" guidance tour by Miss Maginnis, 11.

NATIONAL LEAGUE FIELD — Baseball game, Boston Bees vs. Pittsburgh Pirates, 2:15.

MASSACHUSETTS LEAGUE OF WOMEN VOTERS—Final luncheon conference of the Sixteenth Annual Convention, Mrs. Edward Nash, presiding, Hotel Sheraton.

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Court Test of Flag Salute Law Is Pushed in Massachusetts; Cases Pend in Other States

NEW YORK, May 12—The Massachusetts flag salute law, the most recently enacted of the 13 such state statutes, will be the first whose constitutionality will be tested exhaustively in the courts, Roger N. Baldwin, director of the American Civil Liberties Union, declared yesterday in reviewing pending cases involving children of Jehovah's Witnesses.

If the state courts uphold the law in both the Lynn (Carlton Nichols) and the Belchertown (Opielouski children) cases, an appeal will be carried on one of them to the Supreme Court of the United States. While suits are pending or planned challenging denial of free public school education to children who refuse on religious grounds to salute the flag in eight states, the American Civil Liberties Union will concentrate its attack on the Massachusetts law under which the first of the cases occurred.

Other States Involved

Other states where children have been expelled for refusing to join in flag exercises and salutes are New Jersey and Washington where state laws are involved, and California, Florida, Ohio, Pennsylvania, and Vermont, where there are no state statutes but where school regulations have been invoked. More than 35 children in all are involved, the Union said. In these suits, attorneys representing the Civil Liberties Union are acting jointly with counsel for Jehovah's Witnesses.

The case of the three Opielouski youngsters, aged 10, 12 and 15, expelled and ordered committed to a county training school, has aroused most attention throughout the country, according to the Union. A similar attempt to break up a family was made in the state of Washington last February but Juvenile Court Judge William E. Campbell threw the whole proceedings out with a statement defending the rights of religious freedom.

Cited as a civilized position by the Civil Liberties Union was that of the Superintendent of Schools in San Francisco who wrote the Union that he had cautioned his teachers against disciplining children of Jehovah's Witnesses by warning them that their job was "to teach our children to love and respect their flag and country—not to fear it."

An unusual development has been the establishment in Pennsylvania, Ohio, New Jersey and California of private schools by Jehovah's Witnesses pending the outcome of various test suits now under way. By sending their children to these schools parents are freed from the threat of court action against them during the period when the courts are deciding these cases.

The first flag-salute law was passed in Kansas in 1907, according to a recent survey of the laws for the Union by the New York attorneys, William G. Fennell and Edward J. Friedlander. Twelve other states since the war have enacted such statutes varying from the Kansas and Delaware requirement of a daily salute, through the Massachusetts one for a weekly salute, to Nebraska's provision for a salute on Lincoln's and Washington's Birthdays, Memorial Day, and Flag Day. The Georgia statute, enacted in 1935, is unique in requiring a salute and pledge to the state flag only. States requiring salutes and pledges to the American flag follow: Arizona, Colorado, Delaware, Idaho, Kansas, Kentucky, Maryland, Massachusetts, Nebraska, New Jersey, New York, Rhode Island and Washington. The District of Columbia also asks a salute. Salutes and pledges are provided in a number of other states and many communities by special regulations of school authorities, the Union said.

Similar Case Cited

"While the Supreme Court of the United States," Mr. Baldwin said, "has never passed on the constitutionality of the flag salute laws, our attorneys are confident that the statutes will be held unconstitutional as violating the guarantees of the Fourteenth Amendment. They point to a decision in Meyers vs. Nebraska in 1922 voiding a law prohibiting the teaching of any language but English below the eighth grade and laying down the principle that the Fourteenth Amendment protects citizens not only from bodily restraint, but also assures the right 'to worship God according to the dictates of his own conscience.' It would be difficult to justify flag salute laws as a legitimate exercise of a state's police powers, necessary to protect health, safety and public morals."

A possible compromise between those desiring flag laws and those opposing them was suggested by the A. C. L. U. attorneys, who said, "If the flag salute requirements are construed to permit the pupil who is conscientiously opposed to saluting to stand quietly and not take part in or recite the oath or extend the arm, there can be no constitutional objection to the laws as so construed."

Issue Not New

This issue has arisen in isolated cases in the past. Thus, in Denver, 50 children of the Jehovite sect (not Jehovah's Witnesses) were suspended from schools in 1926. The Jehovites refused to go to law about it, but through negotiations the union persuaded school officials to allow the children to come to school every day after the flag exercises. The same arrangement was made in Oklahoma when a Mennonite boy refused the salute. In Delaware, however, the Mennonites were forced to establish a private school for their children.

The only case on record before the one involving the Opielouski children at Belchertown, Mass., where a child was taken from its parents was at Bellingham, Wash., where Russell Tremaine, aged 9, refused to commit the "idolatrous act" of saluting the flag. He was a member of the Elijah Voice Society. In 1925, he was separated from his family and committed to a detention home for juvenile delinquents, and finally put in the State Children's Home where he remained for two years. His family, although not allowed to see him, refused to permit the union to take the matter to the courts because of religious convictions. Finally, in 1927, however, the union was instrumental in securing action by an appeals court and the boy was promptly returned to his home. The case aroused national interest at the time, according to the A. C. L. U.

The first of these recent cases began on Oct. 8, 1935, when Carleton Nichols, an 8-year-old schoolboy, was suspended from school at Lynn, Mass., for refusing to salute the flag. His reinstatement was sought through a writ of mandamus, the application being argued by James P. Roberts, an attorney, retained by the union, before the Supreme Court of Massachusetts in November. A decision is expected some time this month. A Miss Clara Foster, a teacher member of Jehovah's Witnesses, who has taught for 41 years, was forced to resign from the Lynn schools because she refused to perform the flag exercises. As she was eligible for a pension, no contest was made. Several other children have been suspended in Massachusetts, according to the union, but only in the Belchertown cases were children ordered committed to an institution.

The largest number of suspensions have been reported in western Pennsylvania. In Washington County, near Pittsburgh, seven children and a schoolteacher were dropped. Neighboring towns followed suit. In some cases the feeling was extraordinarily bitter and children of Jehovah's Witnesses were reported severely beaten by teachers. A test case in Washington County, in which a declaratory judgment was sought by attorneys for the union and Jehovah's Witnesses was argued in January, but no decision has been reached. The case was unique in that the American Legion appeared through an attorney to defend the right of school officials to suspend the children. While Pennsylvania has no salute law, Charles J. Margiotti, Attorney General, ruled in October, 1935, that under the school code authorities must require salutes and discipline those who refused to take them.

New Jersey Appeal Argued

In New Jersey the constitutionality of the flag salute law was attacked at a hearing last week before the State Commissioner of Education in the case of Alma and Vivian Hering, aged 6 and 11, by Abraham J. Isserm, Newark attorney for the union.

A petition for a writ of mandate was filed in April in the Sacramento Calif., Superior Court by Wayne N. Collins, attorney for the Northern California Branch of the Union, to seek reinstatement of 9-year-old Charlotte Gabrielli, suspended last fall from a local school. Other attempts to reinstate the girl had failed. The attitude of the Sacramento officials contrasted sharply with that of Superintendent Edwin A. Lee of the San Francisco public schools who assured the Civil Liberties Union. "One of the objectives of the San Francisco public schools is to teach our children to love and respect their flag and country—not to fear it. I have instructed my colleagues to follow this principle carefully."

The Monitor's Radio Timetable

(Feature Programs Appear in Blackface)

990kc-WBZ-303m	590kc-WEEI-508m	1230kc-WNAC-244m	1410kc-WAAB-213m
5:00 'The Monitor Views the News'	Special program: sketches,	Bees-Brooklyn game	Recordings and reports
5:15 "Jewish Book Week"	speakers	Billy Mills's Orchestra	Recordings and reports
5:30 "The Singing Lady": sketch	Manhattan Guardsman	Billy Mills's Orchestra	Recordings and reports
5:45 Little Orphan Annie: sketch.	"Checker Board": variety	"Dick Tracy": sketch	Recordings and reports
6:00 News; Journal; speaker	News; Jack Ingersoll	Yankee News Service	School Committee talk
6:15 Captain Tim's Story	Terry and Ted: sketch	"News of Youth"	Male quartet; pianists
6:30 News; political talk; sports	Bright Spot: recordings	Sport reports	Dramatic sketch
6:45 Lowell Thomas, news	Jay Wesley's Sport Review	"Renfrew of the Mounted"	Sports reports; soloist
7:00 "Easy Aces": comedy sketch	"Amos 'n' Andy": sketch	Rubinoff; Virginia Rea	Yankee News Service
7:15 Political speaker	"Human Side of the News"	Soloists; popular orchestra	Jack Fisher's Orchestra
7:30 Lum and Abner; songs	"Parade": popular variety	Kate Smith; Miller's Orchestra	Saving Golf Strokes
7:45 Nature League sketch	"Strange As It Seems"	Boake Carter, news comment.	Vincent Lopez's Orchestra
8:00 Crime Clues: Spencer Dean	Leo Reisman and orchestra;	"Lazy Dan, the Minstrel	Network speaker
8:15 serial dramatic sketch	soloists; Phillips Lord	Man": comedy; orchestra	Harry Rodgers, organist
8:30 Edgar Guest in Welcome	Wayne King and his dance	Ken Murray; Phil Regan,	"Jazz Nocturne": soloists;
8:45 Valley; soloists; sketch; or.	orchestra; vocalist	tenor; Morgan's Orchestra	popular orchestra
9:00 Ben Bernie and All the Lads;	"Vox Pop—The Voice of the	Caravan; Walter O'Keefe;	"Symphonic Strings": Alfred
9:15 Lanny Ross, tenor	People": sidewalk interviews	Casa Loma Orch.; soloists.	Wallenstein, conductor
9:30 Talk on museums	Ed Wynn's "Scrapbook";	Fred Waring and His Penn-	World Parade: Upton Close
9:45 Barry McKinley, baritone	Graham McNamee; soloists.	sylvanians; soloists	News Service
10:00 NBC String Symphony Orch.,	Eddie Dowling; Ray Dooley;	"Radio Parties at Pickfair":	Mario Braggiotti Orchestra
10:15 Frank Black, conductor	Benny Goodman's Orchestra	guest soloists; orchestra	Mario Braggiotti Orchestra
10:30 WBZ Players Group, from	Prix de Rome announcements	Dramatizations of the News	Award of Explorers' Club to
10:45 Springfield studio	"Salute" program	Sport commentator	Lincoln Ellsworth
11:00 Reports; news; Joe Rines	Forecasts, E. B. Rideout; news	Yankee News Service	Deep River Orchestra
11:15 and his dance orchestra	Sport review: recordings	Meyer Davis's Orchestra	Kay Kyser's Orchestra
11:30 Memphis Cotton Carnival:	Earl Hines's Orchestra	Carl Moore's Orchestra	Griff Williams's Orchestra
11:45 speakers; coronation; orch.	Jesse Crawford, organist	Carl Coore's Orchestra	Griff Williams's Orchestra

Tomorrow's Features

(Originating Networks and Key Stations in Parentheses)

Up to Luncheon

9:00 WAAB (WABC — Columbia), "Dear Columbia": fan mail program.

9:30 WORL (920kc), Good Cheer Service, conducted by The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts; hymns; readings from the Bible and the writings of Mary Baker Eddy and other authorized literature.

11:30 WBZ (WJZ—National), United States Army Band concert.

12:00 WORL (920kc), "The Monitor Views the News."

12:30 WBZ, "The Monitor Views the News," direct from Monitor studio.

After Luncheon

1:30 WBZ, National Farm and Home Hour: orchestra and singer.

2:00 WEEI, NBC Music Guild: Henri Deering, pianist; string trio; Brahms's Quartet in G minor.

3:00 WBZ (WJZ — National), "Edison Pioneers": sketch.

3:15 WBZ (WJZ—National), "A National Plan for Libraries," Harold L. Ickes.

3:15 WNAC, Boston Bees-Pittsburgh baseball game, by Fred Hoey.

5:00 WBZ, "The Monitor Views the News," direct from Monitor studio.

6:00 WORL (920kc), "The Monitor Views the News."

Dinner and After

8:00 WNAC (WABC—Columbia), Cavalcade of America: sketch; soloists; orch.

8:00 WEEI (WEAF — National), "One Man's Family": dramatic sketch from San Francisco.

8:00 WBZ (WJZ—National), Willie and Eugene Howard; Fifi D'Orsay; orch.

8:30 WNAC (WABC—Columbia), George Burns and Gracie Allen, comedians; Milton Watson, tenor; Jacques Renard and his orchestra.

8:30 WBZ (WJZ—National), "Lavender and Old Lace": Fritzi Scheff; organ; soloists; orchestra.

9:00 WNAC (WABC — Columbia), Lily Pons, soprano; Andre Kostelanetz's Orchestra.

9:00 WEEI (WEAF — National), "Town Hall Tonight": Fred Allen and company; orchestra.

9:00 WBZ, Concert Hour: NBC Concert Hour: Concert Orchestra directed by Cesare Sodero; Helen Traubell, soprano.

Late Evening

10:00 WNAC (WABC—Columbia), "Gang Busters": G-Men sketch.

10:00 WBZ (WJZ—National), National Institute of Immigrant Welfare dinner speakers and awards.

10:00 WEEI (WEAF—National), "Your Hit Parade": soloists; orchestra.

10:30 WNAC (WABC—Columbia), Dramatizations of the news.

10:30 WBZ (WJZ — National), Whirligig: variety program with Lester Vail, Showmen Quartet and Harold Anderson's Orchestra.

'The Monitor Views the News'

12:00	WORL	920kc
12:30	WBZ	990kc
5:00	WBZ	990kc
6:00	WORL	920kc

Shortwave

12:30	W1XK	9.57mc
5:00	W1XK	9.57mc
5:30	W1XAL	11.79mc

In and About Boston Shops

Written for The Christian Science Monitor

Every so often we find ourself parked in front of a jewelry store window gazing in awe at a wrist watch that's keeping company with several goldfish in a fish bowl. And even though we realize that the watch has been so constructed that it's just as much at home there as the goldfish are, we'll always remember the day we forgot all and dunked our wrist watch in the dishpan for surely not a bit longer than an eighth of a sixteenth of a second . . . with extremely sad results . . . so the idea of seeing a watch actually submerged in water for any length of time seems to fascinate us!

Waterproof Watch

But most of the time these watches have been expensive, so when we saw one for only $30 at Smith Patterson's . . . at the corner of Summer and Arch Streets, we immediately got out the little black notebook and began asking questions. Because it would make a grand graduation gift for some boy you know. And one that, though it's a fine looking piece of jewelry, he could be most casual with . . . and that's what boys like. That is, he won't have to be conscious of the watch every second, and have its safety so continually on his mind that his days are a hazard!

It's a Movado waterproof watch with a waterproof strap as well, and it practically defies either water or dust to stop its dependable tick. It has a stainless steel case, a 15-jewel movement, is perfectly round and just a good size. An excellent value for $30 . . . if you like, this sum can be budgeted.

Letter Writing

Now there's a little booklet that ought to be in every classroom . . . to be used as a textbook. But what an interesting textbook it would be! And we know plenty of grown-ups who'd enjoy it . . . and just as many who need it. It's called "It's Fun to Write Letters," and put out by Eaton, of letter paper fame. And letter writing is fun . . . if you follow its suggestions. In fact, this little treatise on the subject simply takes all the "Oh, dear, I've got to," out of the business. And even if you never intend to write another letter, it'll be interesting to read. Only we think you'll sit right down and try your hand, once you've read it; it's so sort of humorous and free and easy and perfectly natural about the whole process. The booklet doesn't cost a cent . . . it's yours for the asking. Incidentally, Eaton's has some good-looking new stationery that's an accurate reproduction of George Washington's own personal letter paper . . . even to the laid markings and watermark. The watermark is so designed that it embraces his name with a part of the family crest at the top, and then right in the center is the figure of Liberty. It seems that "The Writing Desk of Eaton" was fortunate in having in its historical collection an unused sheet of George Washington's own paper . . . from which this was reproduced.

Zippers Zipped

We've always been of the opinion that a zipper that wouldn't "zip" was a zipper that was no longer of any use . . . but along comes the enlightening announcement that Filene's repair department has a way with zippers that are acting up, even as they have with just about everything else that's in need of repair.

Those Pretty Hats

Even though it has been some time since she made the change in location, are you still wondering where "Thérese," whose good-looking hats you remember from as far back as the St. James Stock Company days, went to? Down to 384 Boylston Street, in a very attractive shop, with a show window of such ample proportions that it allows her to display her millinery to advantage . . . and where she'll be just as pleased to serve you as she was every time you went in when she was located on Huntington Avenue!

Monogram Pins

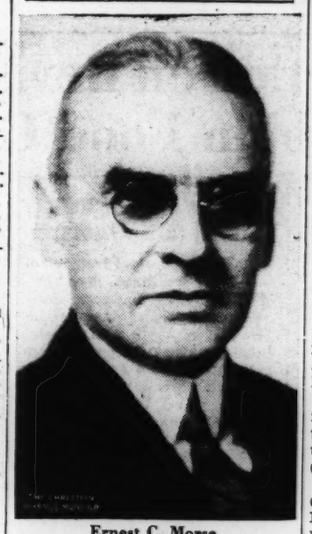
We're a trifle late for Mother's Day . . . but being one ourself, we know for a fact that it's a year round proposition, and not just confined to one day! So we still maintain that on any day of the year mother would be pleased to unwrap a box, marked R. H. Stearns Co., that contained one of their monogram pins. They're unusually lovely, and have in their simple, beautiful designs the telltale mark of a really good piece of jewelry. They're made of sterling silver that refuses to tarnish, and set with glittering French marcasites. And some of them . . . according to price . . . are set with chrysoprases, onyx or carnelian as well. The brooches are made to order (it takes about a week), and come equipped with safety clasps. From $5 up.

Porch Lamps

A lamp that can be put on the porch and left on the porch, come what may . . . is the stand lamp we saw at Paine's Furniture Store. Because it was designed for the porch! That is, it's made of rustproof metal, and even the cord is rubberized. And it's so designed that its legs aren't always in the way, and so flowing and bulgy that the lamp has to stay so far away from furniture making the light too far away from where you want it to be any good. In fact this lamp will fit right up close to any chair, sofa . . . or even a bed. It ought to go well in a boy's room, too. And they're finished in such pretty color combinations . . . such as white and chromium, red and white, blue and white, and white and copper. Though it's regularly something like $5.50, the price just now is $4.95, but we can't promise you it'll stay there for too many days.

J. T.

Wool Expert



Ernest C. Morse
General Director, Associates Wool Industries, Who Addressed the Middlesex County Consumers' Council

Accurate Labels On Goods Urged To Aid Consumer

Focusing its attention at one point of its program—problems of the purchaser arising from improper labeling of wool merchandise—the Middlesex County Consumers' Council, meeting today in the Hotel Statler, Boston, was addressed by Ernest C. Morse, general director, Associated Wool Industries.

Accurate, informative and dependable labels are necessary, according to Mr. Morse, in the light of current fashion leadership of wool. Using colorful swatches of woolstuffs, and an educational sound slide film, "The Seven Wonders of Wool," produced by Associated Wool Industries, the speaker discussed co-operation of the wool industry with retail stores in their endeavor to inform sales personnel about qualities and characteristics of wool.

Coming from Washington especially for the conference, Clarence E. Ayres, director of the Consumers' Project, Department of Labor, presented "The Consumer of Today." As an added attraction to the program of the afternoon, eight leading Boston stores contributed up-to-the-minute fashions for a style show emphasizing consumer aids.

Roosevelt Invited To Rhode Island Fete

PROVIDENCE, R. I., May 12 (AP)—Returning yesterday from Washington, D. C., where he had visited the President and other federal officials, Gov. Theodore Francis Green said he believed President Roosevelt would visit Rhode Island some time this year as a guest for the state's tercentenary observance, now going on.

He said that he had been assured that the naval torpedo station at Newport would continue to manufacture torpedoes, that such work would not be diverted to private companies.

N. H. Legislators Wrestle With Tax For Flood Relief

CONCORD, N. H., May 12 (AP)—New Hampshire's legislators tussled today with the problem of how to finance a $2,000,000 bond issue believed necessary to repair highways and bridges damaged during the recent flood.

There was strong opposition to a suggested increase of the state gasoline tax from 4 to 5 cents as a means of financing the issue. Other means were proposed to the special session, which Gov. H. Styles Bridges hopes will last only one day.

They included a state lottery, using state liquor fund revenue now used to retire bonds, increased poll taxes, legalized dog racing, a general sales tax and a cigarette tax.

On the eve of the session, the executive committee of the New Hampshire Agricultural Conference, representing farm organizations of the State, came out against the increased gasoline tax proposal.

The committee proposed, instead, a head tax of $3 per person to be in effect not more than three years.

The New Hampshire petroleum industries committee has fought the gas proposal, too.

Prison Bars Tested

WASHINGTON, May 12 (AP)—Government experts have invented a new device to test the toughness of prison bars. The Bureau of Standards and the Bureau of Prisons have perfected what they described today as an "alternating current magnetic comparator" for measuring the tool-resisting qualities of steel. The machine tests the steel without damaging the bars, a fault of previous methods.

"The Peer of Them All"
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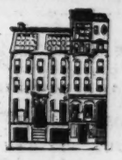

Invitation

The Women's Educational and Industrial Union cordially invites a visit from you. Its Restaurants and Food Shop are famous for good New England cooking. The Handwork Shop, besides its Knitting Department and new Children's Shop, offers unusual gifts of many kinds. The Bookshop for Boys and Girls is widely known for its splendid selection of books, both for children and their elders. We are looking forward to seeing you!

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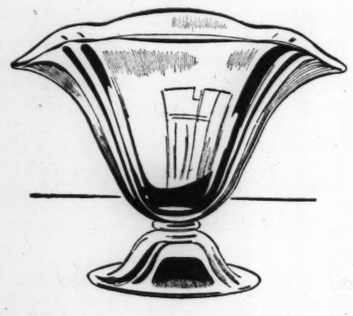

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STEUBEN GLASS

As a wedding gift, Steuben glass is becoming more and more popular. Hand-wrought by master craftsmen, its beauty of design and sparkling clearness give it a timeless charm. In our wide selection of Steuben, you will find a variety of vases, bowls, candlesticks, decorative table pieces and stemware. Prices are indeed moderate, beginning as low as $2.25. The vase above, eight inches in height, is $8.

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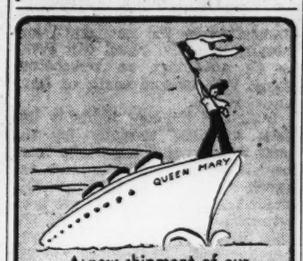

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Women's Budget Dress Shop
4th Floor

Slattery's

Scarcity Real Cause of War, Plenty Aids Peace, Editor Says

Special to The Christian Science Monitor

WORCESTER, Mass., May 12—Study of the underlying causes of war and of ways to remove them, will do more to insure world peace than will any number of protests and pledges, declared Alfred Bingham, editor of Common Sense, at a recent Emergency Peace Campaign meeting here.

"We of the United States want peace," he said, "yet we are spending a billion dollars a year for armaments. We must take a realistic view of this situation. It is my belief that no amount of protest is going to prevent war, nor is any amount of pledging going to do it. Let us look at the underlying causes of wars.

Many Profit From War

"Some say wars are caused by bad men, but that view today is fairly well discarded. Bad men do not cause wars, although irresponsible men may be one of the most important contributory causes.

"Other people tell us that wars will always be, so long as there is profit in war. . . . Certainly some persons profit from wars. The munitions makers profit by war. So do the bankers. So do many persons. You have only to compare the number of millionaires before the last war with the number after it.

"Undoubtedly there are big, powerful people in whose interest it is to have wars. But when we see who has profited by war, we see how it has been done. We have profited through destruction of wealth; we have become rich by making ourselves poor; we have achieved plenty by creating scarcity.

"It is here that I believe a solution to the causes of war may lie. For plenty is synonymous with peace. There always will be wars when there is not enough to go around.

"Today, though, we have for the first time in the history of the world the equipment to produce enough wealth for all. Peace must be reached through plenty."

The Rev. Dr. Ralph B. Hindman of Buffalo declared that "the religion of nationalism is the most toxic influence in the world situation.

"We must be prepared to meet," he said, "the great propaganda floods of wartime, with a counter propaganda of our own. It is our aim to create a great body of public opinion in America. The campaign must meet and face the problem of modern communication which enables emotional epidemics to engulf millions of people.

Spiritual Weapons

"In the face of all this there seems to be only one available resource: a return to spiritual weapons."

The Rev. Dr. Allan Knight Chalmers, pastor of the Broadway Tabernacle, New York City, said: "We are all prisoners of war. I don't know when it will come, but I do know that unless we can change the channels of thought, another war is coming."

Airport Plans Before Governor

Today a picture and plans of the new enlarged Boston airport were laid on Governor Curley's desk at the State House. These plans if carried to completion will give Boston an airport ranking with any in the United States and matching some of the noted fields in Europe. Bearer of the plans was Col. Stedman Shumway Hanks, technical adviser to the Massachusetts Committee on Aeronautics.

Visualized in these plans are the leveling of Governors Island into the harbor between the island and the present airport, which would provide a field with runways nearly two miles long, a basin for large transatlantic-type seaplanes, approach and blind landing equipment so that airplanes may land in fog and bad weather, seaplane ramps and the necessary lighting. It is hoped that these improved facilities may attract the transatlantic air services to make Boston their base.

The committee on aeronautics, which is composed of capable architects, engineers, lawyers and draftsmen, was formed in September, 1935, to carry out a co-ordinated plan to develop aeronautical facilities in the State. Under this committee's guidance, airport projects have been worked out for a number of cities and towns in the State.

As head of the Committee on Aeronautics Colonel Hanks has pushed the unique idea of "flight strips," or airports located along the state and federal highways in Massachusetts. These fields would be built and maintained by the State using part of the federal funds which are always available with state money for highway projects. Such flight strips would not be federally controlled airfields and thus would not be subject to federal regulation. With a string of these flight strips extending from one State to another the air touring family of the future may be able to start out with the ordinary road map—except that the flight strips will also be carefully blocked in on the new road maps.

Landon Vote Tops Roosevelt's

The Republican voters of the Commonwealth, notoriously lax when it comes to voting in either pre-primary or primary elections, have given Governor Landon of Kansas a 25,000 preferential vote over that given by the Democrats to President Roosevelt. According to the official count of the April 28 primary election, just released by Secretary of State Frederic W. Cook, Governor Landon's name was written in on 76,285 ballots, while those designating the President as their choice numbered 51,920.

This does not mean, however, that there were more Republican votes cast than Democratic, for Senator David I. Walsh, running as delegate-at-large to the Democratic National Convention, polled 116,405. Governor Curley, also running for delegate-at-large, received 114,658 votes. This again does not give a true picture, as the Democratic fight was much more publicized than the Republican and the former are more inclined to vote in the primaries than the latter. The vote for both parties was extremely light.

Another significant result of the April 28 election is seen in the total of nearly 40,000 anti-Roosevelt votes polled by two Democratic candidates for delegate. It is highly possible that the votes given to these two candidates will be lacking to the President next November and might help swing Massachusetts back into the G. O. P. column. The Republican vote for delegate-at-large has not yet been completed, but is not expected to equal the Democratic.

Hickey Is Still Winning Delegate

Judge Fred T. Field of the Supreme Court refused to issue a writ of mandamus today declaring Albert P. McCulloch elected as delegate from the Twelfth Congressional District to the Democratic national convention. Mr. McCulloch was defeated recently in the contest for this office by William P. Hickey, Boston's traffic commissioner.

Mr. McCulloch claimed that Mr. Hickey could not be a candidate because a city ordinance forbids salaried officials in nonelective positions to be members of any convention or committee. Assistant Attorney General James J. Ronan, however, in defending Mr. Hickey, said that no municipality can define the duties or qualifications of a state official.

Apparently Judge Field agreed with the assistant district attorney. Mr. Hickey is still the winner.

Little Maine Town Marks 150th Anniversary

Revolutionary General sent son to colonize Dennysville in 1786—Home of Judge Lincoln, founder of settlement, still stands with many of the original furnishings intact.

The Lincoln House at Dennysville, Maine

Special to The Christian Science Monitor

DENNYSVILLE, Maine, May 12—On May 17 this little eastern Maine town observes the anniversary of its founding 150 years ago. Picturesque Dennysville is on the Dennys River which flows into Cobscook Bay not far from Eastport. This bay is now widely known as the site of the Quoddy Power Project.

It was in the spring of 1786 that Gen. Benjamin Lincoln of Revolutionary War fame dispatched a company of 16 men from Hingham, Mass.—the town in which he lived—to begin colonization of the section around the Dennys River. This group, made up of farmers and artisans, was under the leadership of his son, Theodore, a Harvard graduate and at that time 22.

Revolutionary Hero

The name of Benjamin Lincoln is inseparably linked with that of Yorktown. He was the officer selected by General Washington to receive the sword of surrender from General Cornwallis' deputy, General OHara, in Octtober, 1781. General Lincoln who had a long war service was honored by the personal friendship of his Commander-in-Chief.

Benjamin Lincoln had been wounded. He did not feel equal to working the farm he had left in 1776 to join the Continental army, and it was necessary that he should be on the lookout for business opportunities. There were government commissions in those days even as now, and the General was appointed one of three commissioners to inquire into the reports of the British settlements which were being formed along the St. Croix River and Passamaquoddy Bay. Accordingly he and General Henry Knox visited the region in the summer of 1784.

Bought 10,000 Acres

General Lincoln was impressed with the fine timbered country about Cobscook Bay, an arm of the larger Bay of Passamaquoddy, and he was quick to seize what he considered an advantageous opportunity to secure a tract of virgin land. On his return to Boston he made application for the purchase of two townships, Numbers 1 and 2, in the Province of Maine, then a part of Massachusetts. Associated with him in this venture were two Boston men. The price paid was £9000 for about 10,000 acres. Later the whole estate became the property of the Lincolns.

When young Theodore and his Hingham party arrived they found the country unoccupied except for a scanty fringe of settlers along Passamaquoddy and St. Croix River shores on the American side of these international waterways. Mr. Lincoln saw his tiny settlement become a flourishing little town that for years was one of the most prosperous in Maine.

House Still Stands

Much of this was due to his energy and sagacity. He lived like an English squire on his broad acres, husbanding the lumber resources of the Dennys River, and engaging in agriculture on which his chief interest was centered. Theodore Lincoln was an example to his neighbors of thrift, industry and leadership. So commanding was his personality that after a century and a half his house still reflects its builder.

For the first 12 years after he began settlement, and before he took a wife, he was accustomed to ride every autumn over the rough forest trails to the settled regions and on to Hingham to spend the winter with his parents. Later, as judge, he took the same route to Wiscasset, later still Machias, where court was held. It is a far cry from those trails to Number 1 Highway, which now passes the door of the house that was so long his home.

This house was begun as soon as possible after his arrival, and dates from 1786. It is still the show place of Dennysville, and much of the interest and romance of the region clusters about it. As in Judge Lincoln's time, it is handsome, ordered, dignified, and in perfect repair. Additional interest is added by the fact that it has been preserved intact from the early days and not restored. About it clings the aura which houses assume that have been for long the abode of kindly and hospitable people.

Many Notable Guests

The latchstring was always out in the Judge's day, and the Indians took advantage of this to frequently enter during the night and sleep on the brick hearth in the kitchen. From Indians it is a far cry to the great Audubon, who was more than once a guest at the Lincoln home. Judge Lincoln was a keen observer of nature, and his son, Tom, followed this bent. Young Lincoln was particularly interested in birds, and he was one of the party selected by Audubon to accompany him on his famous Labrador expedition in 1833. It was Tom Lincoln who arranged for the schooner in which the trip was made, and for the men and supplies.

During Audubon's absence his wife spent the time with Judge and Mrs. Lincoln. Everything is the same today as it was in that summer over a hundred years ago. There is the same prim, straight path to the front door. Sunshine would flood the wide, low-ceilinged parlors on either side of the little hallway, flood, too, the corresponding chambers above with the tall four-poster beds, the iron fire frames, and the same lovely outlook up the river to the falls and across in the direction of Cobscook Bay and Passamaquoddy.

Old Furnishings Remain

The furnishings remain as they were then. It is certain that Mrs. Audubon, like the modern guest, would take the time from the beautiful tall clock of Chinese lacquer on oak, with its date, 1690, London; that she wrote her letters at the Winthrop desk that General Lincoln sent to his son from Hingham; she would sit before the same fireplace in the west parlor, and reverently touch the silver handled sword which had been presented to General Lincoln by his friend and companion-in-arms, George Washington.

Or, in the kitchen, Mrs. Audubon would watch Mrs. Lincoln direct the serving maids as they lifted the huge bread baker from the coals of the fireplace, and eat venison broiled on the pan with a four-foot handle which hangs against the vast chimney. Her bath would be drawn from water heated in the brick reservoir still remaining in the kitchen fireplace, her fingers lift the same wooden latches of the doors.

Return of a Naturalist

It takes little imagination to picture the excitement there would be when the "Ripley," with the great naturalist and his party on board and loaded with specimens, the result of the summer's work, came slipping up the river to tie up at the wharf just across the road from the house.

Among these specimens was the sparrow discovered in Labrador, and named by Audubon the Lincoln finch.

There is about this house and the village of Dennysville something which seems typical of the Pine Tree State; a simplicity, durability and honesty which makes it symbolic of Maine and its people.

What's Going On In the Arts

Boston Camera Club

THE Fifth International Salon, organized by the Boston Camera Club, is being held at the Boston Art Club. There are 275 exhibits which include the prints of 192 photographers. Contributors from all corners of the earth participate; the international aspect of the display makes it notable.

There is evident at once a certain uniformity of approach. The camera is far-reaching and indiscriminate. It sheds dignity upon a trifle as much as upon an imposing scene; it reduces every image to a series of lights and shadows. It does not pick up individualizing traits, differentiate between the atmosphere of one country or another, one climate or another. One does not feel after viewing these dozens and dozens of photographs that one has traversed the world, had a glimpse of life in many lands. Often one must refer to the catalogue to find just where the picture was taken. There must be some specific detail, some special reference to guide one to the subject matter, a Hungarian costume, a Parisian Bridge, a Chinese face.

The quality is pretty uniform. Methods improve constantly, and uniformity is imposed also by the employment of fairly universal methods. While personal portraits always prove the most interesting to us, we find that the still-life prints excel in this exhibition at the Art Club. Taken at closer range, they seem to show greater textural variation, and consequently they acquire a more appealing surface. There are some handsome landscapes, especially snow scenes. Some prints achieve linear values, in the silhouette, for example, of branches against the sky.

The least interesting exhibits are the undraped figures which invariably appear postured, self-conscious and in poor taste. It takes more than the camera to treat the human form with the subtle lights and modulations required. In general even the "photographic" qualities are lacking, for the flesh appears opaque and leathery. This "arty" type of contribution drags down the aesthetic level of a display.

Most of the prints are made in accordance with the bromide and chloro-bromide processes. D. A.

Schedule of Fast Mail Steamers

For First Class Mail and Newspapers Only

To Great Britain—France—Germany and Italy

Ships Leave New York Unless Otherwise Marked

Steamship	Sailings	Due		Mail Closes Boston	Mail Closes New York
Pres. Roosevelt	May 13	Cobh	May 21	May 12, 8:00 pm	May 13, 7:30 pm
Amer. Trader	May 15	Plymouth	May 24	May 14, 3:00 pm	May 15, 7:30 pm
Georgic	May 16	Southampton	May 24	May 15, 8:00 pm	May 16, 7:30 am
Europa	May 19	Cherbourg	May 25	May 19, 1:00 pm	May 19, 7:00 pm
Manhattan	May 20	Plymouth	May 26	May 19, 8:00 pm	May 20, 7:30 am

To Australia and New Zealand

Steamship	Sailings		Mail Closes Boston	Mail Closes New York
*Manuiani	San Francisco	May 20	May 15, 4:00 pm	May 15, 7:30 pm
Mariposa	San Francisco	May 26	May 21, 4:00 pm	May 21, 7:30 pm
Mariposa	San Pedro	May 28	May 23, 4:00 pm	May 23, 7:30 pm

To China and Japan

Steamship	Sailings		Mail Closes Boston	Mail Closes New York
Pres. Grant	Seattle	May 23	May 18, 4:00 pm	May 18, 7:30 pm
Lurline	San Pedro	May 24	May 19, 4:00 pm	May 19, 7:30 pm

*Australia must be specially addressed.

Annual Congress Of N. E. Women Slated in Detroit

(Continued from Page 9)

colors of the society and of the colonies. Mrs. John B. Waite of Ann Arbor, Mich., will speak on "Genealogy—an Intelligent Pastime." Detroit Colony will be hostess to the delegates at a luncheon at the Detroit Yacht Club that noon. Following this there will be a trip around Detroit, the planting of a memorial tree on Belle Isle, a trip to Grosse Point and Cranbrook where the carillon will be played by a member from New England. Mrs. Semple will radiocast a message from Detroit at 5 p. m. In the evening there will be a song contest with the songs written by colony members. Over 50 songs from 27 colonies have been entered.

May 20 is election day. Many reports will be given. In the evening a banquet will be held, the speaker being William A. Frayer, of the Cranbrook Foundation, whose topic is "New England West of the Hudson—Salt Water and Fresh."

The Society of New England Women was organized on January 24, 1895, in New York City by the late Mrs. William Jerry Slade, "to bring together in social relations women of New England ancestry to engage in patriotic, civic and philanthropic work, thus to perpetuate the lofty ideals and example of their forefathers." There are now 67 colonies and nine junior groups.

The society has erected the bronze statue of the Pilgrim Maiden by Henry H. Kitson at Plymouth, Mass. A bust of Harriet Beecher Stowe was placed in the Hall of Fame by one colony and several bronze tablets have been placed on historical homes.

A Helping Hand Fund has been established for aiding worthy women of New England ancestry. The Maud Brown Pendleton Senior Loan Fund was given to Pacific University at Pacific Grove, Ore., known as the New England College of the West. Many colonies have given scholarships in other colleges.

The society stresses the principles of freedom, liberty, opportunity, duty, education and religion for which the early pioneers stood.

The Finishing Touch to Chops or Steak —A DASH OF LEA & PERRINS SAUCE THE ORIGINAL WORCESTERSHIRE

"Sweeten it with Domino" Refined in U.S.A. 5 lbs. Domino Cane Sugar Granulated 10 lbs. Domino Cane Sugar Granulated Demand Domino Package Sugars—clean—pure cane—refined at home

NEW YORK CITY

PERSONALITY! Some people have it—others do not. Likewise with some hotels. There's a certain intangible quality about the modern Duane that makes it an overwhelming favorite with Monitor readers from all over the United States, Canada and Europe. If you instinctively surround yourself with the best, then you will like this hotel. In the center of charming Murray Hill, between 5th Avenue's smart shops and exclusive Park Avenue.

Quiet, finely furnished rooms . 3.00, 3.50, 4.00
Individually furnished 2 room suites . . . 6.00

Madison Avenue at 37th Street HOTEL DUANE Direction of M. J. Pauchey

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4 TALL TINS 25c

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32c VALUE for 26c

FLOUR	FINAST BREAD	LGE 24½ LB BAG	79c
FLOUR	GOLD MEDAL or PILLSBURY'S	LGE 24½ LB BAG	99c
PEACHES	FINAST 2 No 2½ Tins 27c	RICHMOND SLICED OR HALVES	2 No 2½ TINS 25c
WAX BEANS	RICHMOND		3 No 2 TINS 29c
PHILLIP'S SOUPS			4 10½ oz TINS 19c
MIDCO ICE BOX FREEZE			TIN 10c
DEL MONTE	SARDINES PACKED IN TOMATO SAUCE		3 No 1 OVAL TINS 25c
RUMFORD	BAKING POWDER		TIN 21c
JUNKET	RENET DESSERT POWDER		2 PKGS 21c
SNOWDRIFT	SHORTENING		1 LB PKG 16c

WHITE NAPHTHA LAUNDRY P & G SOAP	5 BARS	17c
STOCK UP NOW PALMOLIVE	3 BARS	14c
TINY SOAP BEADS SUPER SUDS	2 LGE PKGS	17c
CLEANS AND OPENS DRAINS DRANO	TIN	22c
WASHES WINDOWS WITHOUT WATER WINDEX	BOT	19c
HIGH QUALITY TOILET TISSUE STATLER	3 ROLLS	17c

STANDARD QUALITY - TENDER - SWEET PEAS 3 No 2 TINS 29c

RICHMOND BRAND - SWEET - TENDER PEAS 2 No 2 TINS 29c

Mild Cheese	Whole Milk	Lb	19c
Crax	Educator Cookies	Lb Pkg	17c
Grapefruit Juice		3 No 2 Tins	27c
Snosheen	Cake Flour	44 oz Pkg	29c
Spices	All 9c and 10c Varieties DAINTY DOT	3 Tins	25c
Mankind	Dog Food	3 1 Lb Tins	25c

PRICES EFFECTIVE IN BOSTON AND VICINITY

Sponge Cake	LOAF	9c
Sponge Layers	EACH	14c
Strawberries	2 PINT BXS	25c
Heavy Cream	PINT JAR	15c

Fresh Fruits and Vegetables

Native BALDWIN APPLES 4 LBS 19c

ONIONS	TEXAS BERMUDA	5 LBS	15c
RHUBARB	NATIVE	3 LBS	10c
LETTUCE	Cal. Iceberg	2 HEADS	13c
CABBAGE	Solid Heads	3 LBS	10c

FIRST NATIONAL STORES

Listed Stock Quotations

Market Develops Irregularity in Extremely Quiet Trading

Commodity and Money Markets

Trend in Stocks Uneven; Dullness Very Pronounced

NEW YORK, May 12 (AP)—An early rising stock market tide backed up in the final hour today, substituting for losses gains of fractions to 2 points in many instances.

It was another one of the dullest sessions since last summer. The close was irregular. Transfers were around 650,000 shares.

Among the better performers on the advance were United States Steel, Bethlehem, Chrysler, General Motors, American Can, Allied Chemical du Pont, Continental Can, Standard Oil of New Jersey, Western Union, Montgomery Ward and American Smelting. The majority of the utilities and rails slipped a shade either way.

Inflation Not Yet Feared

Bonds held to a steady routine. Commodities were mixed, as were the leading foreign currencies.

The victory of the House inflationists in calling up the Frazier-Lemke bill for debate failed to revive "hedging" activities which would ordinarily accompany such a move.

Financial observers believe that, even if the measure passes the House, it will have rough sledding in the Senate and, if it should get through the latter body, it would still face a presidential veto.

More important to Wall Street quarters than inflation rumblings or the fiscal difficulties of the French was the Senate's work on the new corporation tax bill. The feelings in banking circles was that the Administration will be successful in its efforts to reach private holding companies and closely held corporations which have unusually large undivided profits.

Utility Bonds Higher

A handful of issues pushed forward fractions to a point or more in the bond market today.

Brooklyn Edison 5s ran ahead of other gainers for an advance of around 3 points shortly before noon. Trading in this loan was restricted, however.

Up fractions to a point or more were Interborough Rapid Transit refunding 5s, Parmelee Transportation 6s, Pure Oil 4½s and Republic Steel 4½s.

Investment circles stressed the selectivity of the demand and said it represented the pressure of idle funds in search of profitable employment.

In the U. S. Government division, where trading was limited, losses of 1-32 to about 3-32 ruled.

Carrier liens enjoyed a little activity with gains and losses about evenly divided.

The foreign section was quiet. German 7s were fractionally lower. Great Consolidated Electric Power of Japan 6½s were up about a point.

Drop in Deficit Of Class 1 Roads

WASHINGTON, May 12 (AP)—The Interstate Commerce Commission reported today that class 1 railroads showed a deficit of $19,588,185 for the first two months of 1936 compared with a deficit of $39,181,728 for the same period a year ago.

Newsprint Price Advance Sustained; First Since '23

For the first time since 1923 an advance in the price of newsprint this year has been sustained, according to an analysis of the paper industry in Poor's Industry and Investment Surveys. This development has been accompanied by a gradually expanded demand.

"Nevertheless, the advance from $40 to $41 a ton in the price of newsprint," continues the study, "is insufficient in most cases to offset the higher cost of production. For example, the bare cost of producing newsprint in this country during the first six months of 1933 was $43.28 a ton, 6 per cent above the prevailing selling price. Thus, materially higher prices will be necessary to secure substantial earnings, even though production continues to gain. Under the pressure of excess capacity and the threat of new competition from inexpensixe southern pine, there is little likelihood of better prices over the near term."

Foreign Markets

By the Associated Press

London: Trading in the stock market was subdued today owing to the continental outlook and easier overnight Wall Street news. Speculative profit-taking caused an easing in gold mining shares and transatlantic issues, while gilt-edged securities drooped owing to a slackening in support. Oils and industrials hardened in the afternoon. The closing tone was irregular.

Paris: French securities fluctuated irregularly in the Bourse. Rentes held steady and bank shares were firm, but coal, metal and chemical issues declined. With the exception of Egyptian shares, international stocks likewise sagged and the market closed irregular.

Liverpool: Cotton futures closed 1 to 3 points higher on trade calling in near positions and Bombay buying of later options.

Allegheny Steel Company

Special to The Christian Science Monitor

PITTSBURGH—Net earnings of the Allegheny Steel Company for the three months ended March 31, 1936, totaled $336,964, after all charges and estimated federal and state income taxes, equivalent, after deducting proportionate preferred dividends, to 45 cents a share on 612,685 common shares outstanding. They compare with similar net earnings of $324,145, or 43 cents a share on 610,695 outstanding common shares for the corresponding 1935 period.

Bus, Trolley Orders Placed

NEW YORK (AP)—American Car & Foundry Motors Company has received an order from Penn-Ohio Coach Lines Company for six passenger motor buses, and J. G. Brill Company has booked an order for nine passenger trackless trolleys from the St. Joseph Railway, Light, Heat and Power Company. Both equipment building companies are subsidiaries of American Car & Foundry Company.

Today's Prices on the New York Stock Exchange

Quotations to 2:50 p. m.

1936 High	1936 Low	Stock and Div. in $	High	Low	Last May 12	Last May 11
13⅞	9⅜	Adams Express (.10b)	10½	10¼	10½	10½
28	22⅛	Addressograph (.60)	24¾	24½	24½	24⅞
61¾	58	Air Reduction(n)	59½	58¾	59½	58⅝
6½	2	Airway Elec App	3⅞	3⅞	3⅞	4
17⅜	13½	Alaska Juneau (.60¶)	14½	14¼	14¼	14⅜
4⅜	2½	Alleghany Corp (h)	3	2⅞	3	3
30¾	12⅜	Allegh pf ww xxx (h)	21	20½	20¾	20½
29½	12½	Alleghany pf xw (h)	20½	20½	20½	..
45⅞	27	Alleghany pr pf (h)	32	31	32	31
39¼	30	Alleghany Steel (1)	36	31⅝	31⅝	31⅝
208	157	Allied Chem (6)	188	185	188	185¼
9¼	6¾	Allied Stores	8¼	8	8⅛	8
28⅜	23½	Allied Mills (1)	24½	24½	24½	25
74¼	69	Allied Stores pf (5)	70⅞	70¾	70⅞	..
50½	35⅜	Allis Chalmers	41	40⅝	40⅝	40¾
28½	20½	Alpha Port Cem (1)	20½	20⅛	20½	..
125½	75	Amerada (2)	95	93	93½	95
63¼	50	Am Ag Ch Del (3)	51¼	50	50	51½
55½	42½	Am Bank Note (½b)	42½	42¼	42½	42¼
126	124	Am Brake S&F pf 5¼)N	127	126¾	126½	127
134½	115¾	Am Can (4¶)	131¼	128	129	128½
41	30	Am Car G Fdry	32	31	31	31¼
73¼	57⅛	Am Car & F pf	58	58	58	58
58⅜	31	Am Chain	47¼	47¼	47¼	46¼
127	114¾	Am Chain pf (5¼g)	127⅛	127	127	..
95½	87⅝	Am Chicle (4)	89	89	89	87⅝
32⅝	23⅛	Am Com Alcohol	24	23⅝	23⅝	24
24⅞	16¼	Am Crystal Sugar	22¾	22⅜	22½	22
5	3½	Am Encaustic T (h) N	4¼	4⅛	4¼	4¼
9¾	6½	Am Encaustic T (h) N	6⅞	6⅝	6⅝	6⅞
43	29¾	Am & For Pow pf	33	33	33	32½
37¼	25	Am & For Pow 6	28½	28½	28½	28
8⅜	5¾	Am Hide & L	6½	5⅞	5⅞	6
41½	37	Am Home Pr (2.40)	40	39½	40	39⅜
13⅜	9⅝	Am International	10⅛	10	10	10⅛
36¼	23⅛	Am Locomotive	24	24	24	24
95½	66	Am Loco pf	75	75	75	74½
15	10	Am Mach & Met (.10)	10⅜	10⅜	10⅜	..
35⅞	27	Am Metal	28⅜	28⅝	28⅝	28⅜
13½	7½	Am Power & Lt	9⅝	9⅜	9½	9⅜
52⅞	36⅜	Am P&L 5% pf (1¼)	42⅜	42½	42⅝	42½
60⅞	43	Am P&L 6% (1½)	50⅛	50⅛	50⅛	49⅛
27⅞	18¾	Am Radiator	20	19½	19⅝	19⅝
34	26¼	Am Rolling Mill (1.20)	27	26⅞	26⅞	26⅜
27	18	Am Seatingvtc	20	20	20	..
33¼	25⅝	Am Shipbuilding (2)	28¼	18¼	28¼	27½
91½	56¾	Am Smelt & Ref (.80b)	75⅜	73¾	74¼	74
33⅜	20⅛	Am Steel Fdries	24¾x	24¼	24¼	24¾
36	27½	Am Stores (2)	29⅜	29⅜	29⅜	..
61½	48¼	Am Sugar Ref (2)	52	52	52	51½
178	149½	Am Tele & Tel (9)	156½	155½	155⅞	155¾
102½	87	Am Tobacco (5)	92	92	92	..
104	88½	Am Tobacco B (5)	93¼	92¾	93	93
150	136	Am Tobacco pf 6)	142	142	142	..
35	23	Am Typ F pf (h)	24¼	23½	23½	24
25¼	19½	Am Wat W & E	20½	19⅜	20½	19½
104⅞	92¾	Am Wat 1pf (6)	102¼	102¼	102¼	102
11½	7¾	Am Woolen	7¾	7¾	7¾	7⅞
70¾	54¾	Am Woolen pf (1)	55	55	55	56¼
2	⅞	Am Writ Pap (h)	⅞	⅞	⅞	..
7¾	3⅞	Am Zinc Le&Sd	3⅞	3⅞	3⅞	4
32½	26	Am Zinc L&S pr pf	26½	26¼	26¼	..
39¾	28	Anaconda Cop ¼b)	33⅜	32¾	32¾	33
111	97⅝	Anchor Cap pf (6½)	98½	98½	98½	99
50	37	Archer Daniels (1¶)	37¾	37¾	37¾	37¾
110½	105¼	Armour Del pf (7)	106½	106½	106½	106½
7⅜	4¾	Armour Ill	5	4⅞	4⅞	5
84	66¼	Armour Ill pr pf (6)	72½	72½	72½	..
62⅝	47¼	Armstrong Cork (1½¶)	48⅜	48⅝	48⅝	49½
15	7½	Arnold Constable (½)	11⅛	10⅞	10⅞	10⅞
22⅛	8⅛	Artloom Corp	15¼	15	15	15¼
51⅛	39½	Asso Oil (¼e)	38	38	38	..
86⅞	59	Atchison T&SF (2e)	70	69	69	69½
104⅛	90⅜	Atchison pf (5)	101⅛	100½	101⅛	100½
35¾	21⅜	Atl Coast Line	23¼	23	23	22¾
35⅛	27⅛	Atl Refining (1)	28⅜	28	28	29
73	48	Atlas Powder (2¶)	57⅛	57⅛	57⅛	..
126⅛	112	Atlas Powder pf (6)	125½	125½	125½	125
54¼	30½	Auburn Auto	31½	28⅛	28⅛	30½
10⅛	6⅜	Austin Nichols	6⅜	6⅜	6⅜	6⅞
7¾	4⅜	Aviation Corp Del	5⅜	5¼	5¼	5½

—B—

6⅞	3	Baldwin Loco (h)	3¼	3	3¼	3
54½	29½	Baldwin L pf (h)	33¼	33¼	33¼	..
24¼	15⅞	Balt & Ohio	17¼	16¾	17⅛	17
20	14⅛	Barnsdall A (.60¶)	17⅜	17½	17½	17½
76½	63½	Bayuk Cigar (¾)	74	72½	72½	74¾
26	18	Beatrice Cream (½e)	21	20⅞	20⅞	..
31¾	21⅜	Bendix Aviation(1e)	27⅜	26¾	26¾	26¾
24⅜	20	Beneficial Ind Ln (1½¶)	21⅛	20⅞	20⅞	21½
63¾	45¾	Beth Steel	49¾	48	48⅜	48½
20¼	14⅜	Blaw Knox (.10b)	16¼	16	16	16⅛
26½	16⅞	Boeing Airplane	17⅞	17½	17⅝	17⅝
63½	46¼	Bohn Alum & Br (3)	48¾	48¾	48¾	48½
45	39⅜	Bon Ami (2¶)	40⅞	40⅞	40⅞	40⅝
30¼	25⅜	Borden (1.60)	27¼	26⅞	27	27¼
83½	64	Borg Warner (3)	69¼	69	69	68½
11½	6	Boston & Maine	6⅝	6⅜	6⅝	..
18⅞	13½	Bridgeport Brass (.40)	14½	13⅞	13⅞	..
64⅞	43¼	Briggs Mfg (2¶)	45⅞	45½	45⅝	45⅞
48½	41	Bristol Myers (2¶)	43⅜	43⅜	43⅜	..
50½	40¼	Brooklyn Man T (3)	46	46	46	45⅞
104	97¾	Brooklyn M T pf (6)	102	102	102	101⅞
56½	44½	Brookln Un Gas (3)	45	45	45	44½
14¼	8⅞	Bucyrus Erie	10	10	10	10⅛
15⅞	9⅛	Budd Mfg	15	14¾	14¾	14¾
3⅝	2⅛	Budd Mfg rts 1 pd	3¼	3¼	3¼	3⅛
14	8⅜	Budd Wheel	9¾	9⅝	9⅝	9½
31⅛	20⅜	Bullard	23¼	23¼	23¼	..
28¼	11½	Bulova Watch	24⅛	24⅛	24⅛	23¾
33¼	25	Burroughs Add (.60¶)	25½	25⅜	25⅜	25½
6⅝	2⅝	Butte Cop & Zinc	4½	4⅜	4⅜	4⅜
25¼	16½	Byers	17	16⅞	17	17
74	57	Byers pf	56½	56¼	56¼	..

—C—

37⅝	30¼	Calif Packing (1½)	31½	31½	31½	..
14	6	Calumet & Hecla (¼b)	11	10⅞	10⅞	11
40¼	30	Campbell Wy&C (1¶)	30¾	30½	30½	31½
16½	10⅜	Canada Dry	10⅝	10½	10½	10⅝
16	10⅞	Canadian Pacific	12¼	12	12	12⅛
43½	37	Cannon Mills (2)	38¼	37¾	37¾	37½
52½	45¾	Capital Adm pf (3)	50	49½	50	..
9¾	7	Carriers & Gen (.20	7⅛	7	7	7
172¾	92½	Case Threshi	149½	146	146	147
142	115	Case Threshi pf (7)	136	136	136	..
79	54¾	Caterpillar Trac (2)	71⅝	70	71⅝	69⅜
32¼	21⅞	Celanese Corp (½b)	23½	22½	22½	22¼
35¼	25⅜	Central Aguirre (1½¶)	27	27	27	26⅝
107	97½	Century Rib pf (7)	102	102	102	..
58	47¾	Cerro de Pasco (4)	54¼	53¾	54	53⅞
99½	80½	Certain-Teed pf	68	68	68	68
104½	101	Champion P pf (6)	101¾	101¾	101¾	..
74½	59	Chesapeake Corp (3)	64	64	64	..
61	51	Ches & Ohio 2.80)	55⅝	55½	55½	55½
12	7	Chi Ind & L pf (h)	6	6	6	..
2⅞	1½	Chi Mil & St P (h)	1⅝	1⅝	1⅝	1½
5⅞	2⅞	Chi Mil & St P pf (h)	3⅛	3⅛	3⅛	3⅛
4⅞	2½	Chi ⅞ N'western (h)	3	3	3	3
20½	12½	Chi Pneu Tool	12¾	12¾	12¾	13¼
56	40¾	Chi Pneu T pf	43¾	43¾	43¾	44
3	1⅛	Chi RI & P (h)	1¾	1⅝	1⅝	1¾
8	3½	Chi RI&P 7% (h)	3¾	3¾	3¾	..
30¼	23¾	Chickasha Cot O (2)	24	24	24	23¾
11⅜	7	Childs Company	7⅜	7¼	7⅜	7¼
103⅞	85½	Chrysler (6)	93⅞	91⅞	92⅜	92¾
19⅞	15¼	City Ice & Fuel (2)	17¼	17¼	17¼	17¼
86½	72½	City Ice & F pf (6½)	81	81	81	826
7¾	4¾	City Stores	6¼	6	6	6½
46⅛	23¾	Clark Equipment (.80)	33	32½	32⅜	32
110⅞	107¼	Clove El l pf (4½)	108¾	108¾	108¾	..
70½	48	Cluett Peabody (1)	51	51	51	51
97¼	84	Coca Cola (3)	87¼	87¼	87⅞	87¼
20½	15½	Colgate-Palm-P (½)	15⅝	15⅜	15⅜	15½
51⅜	39½	Collins & Aikman (2)	42¾	42½	42½	42½
112	107¼	Collins & A pf (7)	111	110½	110½	..
24¾	8¼	Colonial Bea Oil	18¼	18¼	18¼	19¼
9⅜	3⅝	Colo F & I (h)	5½	5¼	5⅜	..
49	24	Colo F&I pf (h)	26¾	26½	26¾	27
36¼	21½	Colo & Southern	34½	34	34	34
37⅞	19⅛	Colo & So 1pf	29	28⅜	29	29
21⅜	7	Columbia Gas (.20b)	17	16½	16½	16⅞
134	94	Columbian C vtc	115	114⅜	114¾	..
58⅞	44	Comm Credit (2½)	57¼	56¾	56⅞	56⅜
115	110	Comm Credit pf (5½)	112	112	112	..
82¾	55	Comm Inv Tr (3.60f)	79¾	79	79⅜	79
115¾	109⅜	Comm I Tr cv pf (6)	113	113	113	112¼
110½	97	Comm I Tr pf (4½)	108	108	108	109
24⅜	17	Comm Solvents (.60)	17½	17¼	17¼	17¼
5½	2¼	Comwlth & So	2⅝	2⅛	2½	2⅝
82	59¼	Comwlth & S pf (3)	60	60	60	60¾
44½	24	Congoleum Nairn (1.60)	35¼	34¾	35¼	35
20	10	Conn Ry & Lt	10	10	10	10
33½	19¾	Conn Ry & Lt pf	20¼	20¼	20¼	20¼
13⅜	8½	Consol Cigar	8¾	8½	8½	9
85	72¼	Consol Cig ppf ww (6½)	77	77	77	76
20½	20½	Consol Coal vtc pf	18	18	18	..
7⅞	4⅜	Consol Film Ind	5¼	4¾	5⅛	..
20¼	15¼	Consol Film I pf (½g)	17¼	16¾	17	..
38⅜	27¼	Consol Ed NY (1)	29	28⅜	28⅝	28½
108½	102	Consol Ed pf (5)	105¼	105¼	105¼	105¼
15¼	11½	Consol Oil (¼b)	12⅝	11¾	11¾	12⅛
11½	6⅞	Consol Rys Cu pf	7	7	7	..
1⅝	⅜	Consol Textile (h)	½	⅜	⅜	⅜
26¼	17	Container n	17½	17⅛	17¼	17⅜
19⅛	10⅜	Cont Baking A	13¼	13	13	12¾
2¾	1⅜	Cont Baking B	1¾	1⅝	1⅝	1⅝
77¾	67¼	Cont Baking pf (4)	71	71	71	..
27-32	15-32	Cont Can rts	25-32	21-32	23-32	21-32
87½	67½	Cont Can (3)	72¼	70¼	71	70¼
24⅜	18	Cont Dia Fibre (½b)	18¾	18½	18½	18½
46	35½	Cont Insurance (1.20¶)	38	38	38	38
4	2⅛	Cont Motors	2⅞	2¾	2¾	2⅞
38½	29¼	Cont Oil (1)	31⅞	31½	31½	31½
46	29½	Cont Steel (2)	30⅜	30	30	30
69	55¼	Corn Exchange (3)	59	59	59	60
78½	68½	Corn Products (3)	74⅝	74	74	74
7¾	4¼	Coty	4¾	4½	4½	4⅝
37⅞	35	Cream of Wheat (2)	35	35	35	35
27¼	15⅝	Crosley Radio (¼e)	25¾	25	25½	25
63¾	43⅜	Crown Cork & S (1)	52½	52¼	52½	52½
47⅞	45½	Crown Corp pf (2.70)	46½	46½	46½	46½
10⅜	7¼	Crown ⅝eller vtc	8¼	8	8	8
115	95½	Crucible Stl pf (1b)	102	102	102	100
2⅞	1½	Cuba Co	1¾	1¾	1¾	1¾
18½	10⅞	Cuba Ry pf	11½	11¼	11¼	11
14¼	6⅛	Cuban Army Sug	11	10½	10¾	10⅝
102	63½	Cuban Am Sug pf	96½	96	96½	97
44½	37⅜	Cudahy Packing (2½)	37¼	37¼	37¼	37⅜
24¼	18	Curtis Publishing	18⅝	18	18	18
104	99½	Curtis Pub pf (7)	103¾	103¾	103¾	103⅞
9¼	4	Curtiss-Wright	6¼	6	6⅛	6
21⅛	10½	Curtiss-Wright A	15	14	14¾	14¼

—D—

89¼	52	Deere & Co	75¼	73	73	74
26	19½	Del&el W G (.50¶)	23¼	22¾	22¾	23
52	36¾	Del & Hudson	38¼	38¼	38¼	..
23½	14⅞	Del Lack & W	15½	15¼	15¼	15¼
9⅜	4⅜	Denver R G pf (h)	5⅜	5⅜	5⅜	..
60	10	Det Hill & SW (4)	65	65	65	..
153	128¾	Detroit Edison (4)	128	128	128	..
40½	33⅞	Diamond Match (1½¶)	34¼	34	34	34
34⅝	18¼	Distillers Cp Seag	32¾	21¾	22¼	22
56¼	41½	Dome Mines (2¶)	54	54	54	54⅜
11⅞	7¾	Dominion Stores	8½	8½	8½	..
75¾	50⅜	Douglas A	55½	54½	54¾	54⅜
153	133	du Pont de Nem (3.60)	139¾	138	138	138

—E—

9⅞	6¼	Eastern Roll Mill	6⅜	6⅜	6⅜	6½
170½	156	Eastman Kodak (5¶)	163¾	163	163	163¼
37	28½	Eaton Mfg (2)	32	31⅜	31⅜	32
44½	30¼	Elec Auto-Lite (1.20)	33⅞	32⅝	32⅝	33¼
114	110¼	Elec Auto-L pf (7)	11⅞	111⅞	111⅞	112
17⅛	10	Elec Boat	10⅜	10⅜	10⅜	10½
7¾	5¾	Elec & Mus Ind (.24e)	6½	6¼	6½	..
16⅜	6⅜	Elec Pow & Lt	13¾	13½	13½	13½
64⅜	29½	El Pw&L 6% pf	51	50½	50½	51½
69¼	32¾	Elec Pow & L pf	56¼	55½	55½	55½
69	62⅛	Endicott Johnson (3)	64	64	64	63
134	125½	Endicott John pf (7)	125¾	125¾	125¾	..
7⅜	5¼	Equitable Off Big	6¼	6	6⅛	6¼
27¾	16	Erie RR 1pf	17⅝	17¼	17¼	16⅞
15⅜	12	Eureka Vacuum (.80)	13½	13½	13½	13½
40⅝	29	Evans Products (1)	31¼	31	31¼	30½

—F—

5¾	2¾	Fairbanks Co	3¾	3½	3⅝	3⅜
18½	8½	aFirbanks pf	15½	13¼	13⅜	13
53⅜	34¾	Fairbanks Morse	46½	46	46⅛	45
41½	31⅜	Fajardo Sug (2)	37¾	37¾	37¾	37
25	18⅜	Fed Lt & Trac	19½	19⅜	19⅝	19½
92	40½	Fed Min & Sm	47	47	47	46
33½	24⅞	Firestone T&R (1.20)	28½	28¼	28½	28⅜
48¼	40	First Nat Stores (2½)	43¼	43	43¼	43½
11¾	4½	Follansbee B (h)	76	7½	7½	7⅝
38¾	24½	Foster-Wheeler	26½	25¼	25¾	..
35⅝	28½	Freport Texas (1)	29½	29⅛	29⅝	29½
75	47⅞	Fuller pr pf	66	66	66	66⅜
53½	31½	Fuller 2pf		38¼	37¼	38

—G—

6½	3¾	Gabriel Snub A	4⅜	4½	4⅜	4½
12½	9	Gen Am Inv	9	9	9	9
63	42¼	Gen Am Trans (3¾)	44⅜	44¼	44¼	44
34¾	22	Gen Asphalt (¼e)	24⅞	24¾	24⅞	..
14⅜	10¾	Gen Baking (.60)	11½	11½	11½	11½
15⅝	5¾	Gen Cable	9¾	9¾	9¾	..
58½	53⅞	Gen Cigar (4¶)	55	55	55	..
41⅞	34½	Gen Electric (1)	36⅛	35½	35½	35¾
39½	33⅜	Gen Foods (1.80)	38¼	37⅞	37⅞	38⅛
4⅜	⅞	Gen Gas & E A	2	1⅞	1⅞	1⅞
70½	59¾	Gen Mills (3)	62½	62½	62½	62½
120½	117½	Gen Mills pf (6)	119	118¾	118¾	..
71	53⅞	Gen Motors (2¶)	64	63¼	63½	63¼
8¾	5¾	Gen Out Ad	7⅛	7	7⅛	7
33⅜	18⅝	Gen Out Ad A	31	31	31	..
108	105	Gen Print Ink pf (6)	107	107	107	..
3⅞	2	Gen Realty	2¼	2½	2¼	2¼
44½	33¼	Gen Refractories (½e)	35½	35½z	35½z	36
18⅝	13½	Gillette Saf Raz (1)	15¾	15⅝	15⅝	15½
11⅛	6¾	Gimbel Bros	8⅛	8¾	8⅞	9
55¼	44¼	Glidden (2)	47	47	47	47¼
114½	105⅜	Glidden ppf (7)	106¾	106⅝	106⅝	106½
7½	3⅞	Gobel,Adolf	4¾	4⅝	4⅝	5
10¼	7	Goebel Brew (.20¶)	8½	8¼	8½	8½
21⅜	15¾	Gold Dust vtc (1.20)	15⅞	15¾	15⅞	15¾
23⅞	13⅜	Goodrich	19¾	19	19	19
31⅜	21¾	Goodyear	24⅜	23¾	24	23⅞
99½	87	Goodyear 1 pf (4)	93	92½	93	..
4½	2½	Graham-Paige	3¼	2¾	2¾	2¾
11¼	3	Granby std	3⅛	3⅛	3⅛	..
6⅜	3⅛	Grand Union ct	3½	3½	3½	3⅝
33½	28½	Grant, W T (1.40)	30½	30½	30½	30
3	1⅝	Gt Nor Ry rts	2	2	2	2
44	32¼	Great Nor pf	35¼	34¾	34¾	34⅜
20½	16	Great Nor Ore (1)	17⅜	16⅞	16⅞	17⅜
39	31	Great West Sug (2.40)	35	34½	34½	34⅜
144¼	136	Great W Sug pf (7)	145¼	145¼	145¼	..
80¼	48¾	Greyhound Corp	50¼	48⅞	48⅞	49
3½	1¾	Guantanamo Sug	2¾	2⅜	2¾	..

—H—

36⅛	35	Hack W pf A (1¾)	36	36	36	36
21⅜	14	Hamilton Watch	15	15	15	..
119	110	Hamilton W pf (5g)	110	109½	110	111
41⅝	30½	Harbison Walker (1¶)	34⅞	34⅞	34⅞	35
16⅜	12	Hat Corp of Am	15	15	15	..
9	4⅝	Hayes Body	5⅜	5⅜	5⅜	5¼
80	75¼	Hershey Choc (3)	74	74	74	..
44⅞	30⅛	Holland Furnace	30⅝	30¼	30¼	30¼
35½	19¼	Hollinger Gold (1)	35⅞	34	34	34
33	22½	Houdaille Her B (1½)	23	22¾	22¾	23
12¼	6⅜	Houston Oil vtc	8⅞	8¾	8¾	8¾
57⅞	49¾	Howe Sound (3¶)	51⅜	51¼	51¼	51½
19¾	13½	Hudson Motor	15	14⅜	14⅜	14½
3¼

Business and Industry

Roper Sees Peril to Democracy in Business Fighting New Deal

Commerce and Finance

Cut in Estimate Of Winter Wheat 30,000,000 Bu.

WASHINGTON, May 11 (AP)—The Department of Agriculture reported today a winter wheat crop of 463,708,000 bushels this year was indicated from May 1 conditions. The indicated crop a month ago was 493,166,000 bushels. Production last year was 433,447,000 bushels and the 1928-32 average, 618,186,000.

Indicated production of rye was reported as 35,253,000 bushels, compared with 57,936,000 last year and 16,045,000 two years ago.

24.4 Per Cent Abandonment

The acreage of winter wheat remaining May 1 for harvest was 35,932,000 acres and the abandonment since sowing last fall, 24.4 per cent, compared with 31,000,000 acres remaining last year for harvest when abandonment was 14 per cent. The 1928-32 average acreage for harvest was 39,454,000 acres, and average abandonment 12.6 per cent.

Winter wheat condition May 1 was 67 per cent of a normal, compared with 68.5 on April 1 this year, 75.3 on May 1 last year, and 81.2, the 1923-32 average.

Rye acreage remaining for harvest is 3,716,000 acres, compared with 4,063,000 a year ago, and 1,942,000 two years ago.

Rye Condition Improves

The condition of rye May 1 was 74.3 per cent of a normal compared with 72.4 a month ago, 82 on May 1 last year, and 84.4, the 1923-32 average.

The condition of pasture May 1 was 68.6 per cent of a normal, compared with 69.5 last year and 79.4, the 1923-32 average.

The condition of hay May 1 was 78.5 per cent of a normal, compared with 75.4 last year, and 83.1, the 1923-32 average.

Stocks of hay on farms May 1 totaled 13,371,000 tons or 15.3 per cent of last year's crop, compared with 4,537,000 tons, or 8 per cent, last year, and 9,660,000 tons or 11.8 per cent the 1928-32 average.

Steel Industry Is Taxed $73,000,000

By the Associated Press

New York, May 12

THE American steel industry paid out in taxes to federal, state and local governments nearly $73,000,000 in 1935, a sum equivalent to a full year's pay for 57,360 steel employees, the American Iron & Steel Institute reported in a special survey.

This sum was approximately 16 per cent greater than it was in 1934, and was equivalent to $133, or more than five weeks' average pay, for each of the 547,112 employees on the industry's pay roll, the report stated.

The states and municipalities in which the properties of the 127 companies covered in the report are located were the largest beneficiaries of the 1935 tax payments, the report stated, receiving 81 cents out of each dollar of taxes paid.

Business Is Urged To Work With Administration

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 12—Pressing the Administration's now well defined drive to break up the almost unanimous alignment of business and industry against the New Deal, Daniel C. Roper, Secretary of Commerce, last night warned that any such permanent partisanship of an economic class might eventually destroy democracy in the United States.

"Nothing would be more detrimental to the best interest of the country and of business than the adoption of the recommendation of some few people that all business should support one political party," he declared in a radio address over the NBC network.

May Destroy Democracy

"I believe that it is not in accordance with the tested practices of our democratic system to have any one of our dominant economic groups concentrated in support of one political party," he continued. "A representative cross-section of the major economic groups in both parties gives strength to our political system. Any other course would doubtless lead to disruptive and destructive segmentary and local action.

"It might eventually lead to the overthrow of our democratic form of government. The stake of business in the coming campaign is to study its responsibilities, fully to assume them, relate them to the larger realm of the entire nation, and discharge them for the welfare of all the people."

But while Mr. Roper was thus warning against a class grouping of business behind the Republican Party, President Roosevelt himself was lending his support to a movement to develop an identical class grouping of labor behind the New Deal.

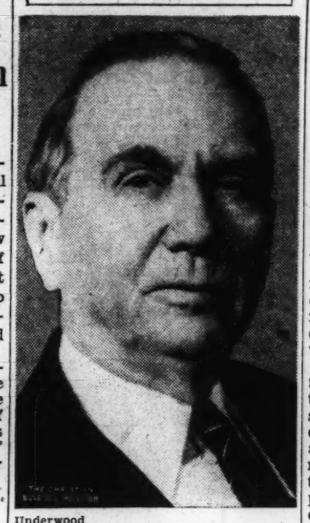
Lining Up Labor

A very short time previous to the Roper speech the President conferred at the White House with the three Labor leaders who are publicly undertaking to line up the votes of all American labor behind him for re-election. They are John L. Lewis, president of the United Mine Workers of America, and strong contender for dominance of the American Federation of Labor at its fall convention; George L. Berry, president of the Printing Pressmen's Union, and Federal Co-ordinator for Industrial Recovery, and Sifney Hillman, president of the Amalgamated Clothing Workers.

The three are organizers of labor's non-partisan league, an organization strongly favoring Roosevelt re-election, but also an organization which is looking ahead another four years to the possibility of a great coalition farmer-labor party which, if it should materialize, would definitely put American politics on an economic basis. Such an outcome was the very thing Mr. Roper sought most diligently to counteract in his speech. It is nevertheless recognized as a definite political trend of the day.

Mr. Roper defended the Administration-spending policy, on the ground that the unemployment situation left it with no alternative, holding out at the same time the hope that spending and excessive "interference" and "competition" would decline in proportion to re-employment gains. He predicted incidentally that business would continue to gain consistently during the summer and fall, regardless of the political situation.

Urges Co-operation



Underwood

Daniel C. Roper
Secretary of Commerce of the United States

Upturn of 5.1 P. C. In N. Y. Central's Revenue for 1935

Special to The Christian Science Monitor

NEW YORK, May 12—Substantial gains in gross and net railway operating income as compared with the previous year, together with net income after charges in contrast to sizable deficit in 1934, is reported by the New York Central Railroad Company in its annual pamphlet just issued.

Operating revenues for the year were $310,192,980, an increase of $15,108,098 or 5.1 per cent over $295,084,882 in the preceding year. Net railway operating income of $36,748,524 was an increase of 26 per cent or $7,587,596 above $29,160,928 for 1934.

Net income after charges was $115,046, including depreciation and retirement of equipment costs, compared with 1934 deficit of $7,682,335.

Freight tonnage and revenues contributed to the net income with traffic 104,482,468 tons, a gain of 4,617,357 or 4.62 per cent over 1934. Freight revenue was up $14,105,251 or 6.8 per cent to $218,260,324.

Number of passengers carried fell off 1,114,350 during the year to 44,381,459, while passenger traffic revenue was up $539,412, or 0.9 per cent at $55,292,024.

The increase in traffic handled, higher rates of pay and cost of materials sent operating expenses up $13,025,695, and put operating ratio at 76.47 per cent against 75.97 per cent.

Funded debt at the year end stood at $642,897,100, a decrease of $35,302,067 from the close of 1934.

Transit Lines Carry More Passengers Than Year Ago

Special to The Christian Science Monitor

NEW YORK, May 12—Traffic reports for the first quarter of 1936 indicated that two million more persons rode each day on the combined transit lines of the country than in the first quarter of 1935, according to Charles Gordon, managing director of the American Transit Association.

This improvement reflects an increase in daily riding of 5.9 per cent in the quarter, the average daily number of riders in the quarter period having been 36,164,700.

Each of the first three months in 1936 showed an increase over the similar month in 1935. February had the greatest increase, a net figure of 6.9 per cent, but March, despite tremendous traffic losses occasioned by flood conditions in a number of important cities, nevertheless showed an increase of 5.5 per cent. This figure would undoubtedly have been larger but for the floods. The daily increase in January was 4.9 per cent.

Farm Income From Milk Highest in Four Years

Special to The Christian Science Monitor

NEW YORK, May 12—Dairy farmers received $323,000,000 income from milk for the first quarter of 1936, according to the Milk Industry Foundation. This represents an increase in the largest single source of farm income of $24,000,000 over the first quarter of last year, and is the highest figure since 1932.

Milk was less than 15 per cent of total farm income 10 years ago, while for 1935 it was about one fifth of the total. With yearly farm milk income about $340,000,000 greater in 1935 than the 1932 total, dairying brightens the agricultural picture, as milk is paid for monthly while most crops only bring in money at the end of the season.

During the last quarter of a century, the number of cows in the United States has grown to more than 25,000,000, with yearly milk production of approximately 46,500,000,000 quarts.

N. Y. Bank Cuts Personal Loans Rate to 4 P. C.

Special to The Christian Science Monitor

NEW YORK, May 12—A reduction of interest from 6 per cent to 4 per cent a year on new loans in its personal credit department of not more than 12 months maturity is announced by the National City Bank of New York.

The bank officials said that this reduction is consistent with present-day interest rates, and will result in the lowest cost for this type of credit available any place in the world.

Reduction will be made on loans ranging from $50 to $2000, granted to individuals having incomes from salary, wage commissions, or their own business. In connection with such loans regular deposits will be made in monthly deposit accounts; the accumulated funds, on which 2 per cent interest will be credited quarterly, are to be used to pay the loans at maturity. The loans generally are secured by co-makers or collateral, or are made under the Federal Housing Administration's modernization credit plan. FHA loans for 13 to 36 months will continue to be made at the existing rates, which vary according to the terms.

790,000 Loans Made

In a statement announcing the interest reduction, James H. Perkins, chairman of the board of the National City Bank, asserted that the personal credit department had made some 790,000 loans totaling $243,000,000 since it was started eight years ago. Last year a total of 122,976 personal loans were made, establishing a record for the department.

"It is the bank's intention," Mr. Perkins said, "that this type of credit in the future as in the past shall be available always at the lowest possible cost. We emphasize again our original policy urging that no individual borrow unless he needs to. He should try to save in order to pay cash. The bank also desires to offer every incentive for clearing up indebtedness as soon as possible. We counsel that borrowing for personal emergencies be confined to periods not exceeding one year. Where the reasons are justifiable, any applicant may continue to expect the same consideration given all applicants in the past. That policy has resulted in the approval of 90 per cent of all loan requests made since the start of the department on May 4, 1928.

"The handling of so many small notes requires specialization. There are 330 employees in this department giving exclusive attention to the applications and the credit needs of some 160,000 active customers, whose borrowings, including FHA loans, at present total more than $48,000,000.

Encourages Thrift

"Also, each customer has an account in which deposits are made 12 times a year during the life of the loan. This maintains the thrift spirit of the borrower and does not develop a debtor attitude. This is one of the most constructive elements of the plan.

"There was a steady expansion in personal credit in recent years, and particularly in the past year. These figures give the number of such loans:

Year	Loans Made	Year	Loans Made
1929	$79,611	1933	$89,697
1930	85,155	1934	99,353
1931	88,014	1935	122,976
1932	91,301		

Los Angeles April Building Permits at Six-Year High

Special to The Christian Science Monitor

LOS ANGELES, May 12—Biggest volume of new construction in six years was recorded during April by Los Angeles builders, according to J. J. Backus, chief of the municipal building department.

During the month 2544 permits were issued valued at $4,677,985. April, 1935, reached 1795 permits for a grand total of $4,575,938.

With construction increasing at a rapid rate, the building chief estimated that the total for the year will exceed $50,000,000.

Sugar Futures Reach Highest in 8 Years

By the Associated Press

New York, May 12

SUGAR futures attained the highest level since 1928 yesterday when the May delivery sold at 3 cents a pound. Profit taking cut the price to 2.96 cents at the close, or .03 of a cent a pound net higher.

Other deliveries also were strong, with July advancing from 2.86 to 2.89 and closing at 2.88 for a net gain of .02 of a cent. September and January deliveries displayed equal firmness.

Further strength in the futures market, which has been extremely firm for several weeks, was believed in trade circles to reflect the widely held belief that refiners will come into the raw market in the near future for large quantities of sugar, which would further bolster the underlying position of the industry.

Large Corporations Lose Stockholders On Stock Price Rise

Special to The Christian Science Monitor

NEW YORK, May 12—As business recovered and share prices advanced, large corporations and financial institutions lost stockholders last year, according to a survey of 175 companies by Frazier Jelke & Co. Of the companies reporting 85 showed increases and the same number showed declines, while five were unchanged. There were 8,417,308 stockholders at the end of last year, compared with 8,528,551 a year earlier, a drop of 111,243. Two years ago 225 companies were owned by 10,275,000 investors.

An examination of the compilation shows that the number of stockholders increased among companies engaged in the manufacture and distribution of food products, beverages and cigarettes as well as chain-store organizations and many banking institutions.

American Telephone, Commonwealth & Southern, North American, General Motors, Chrysler, Pennsylvania and New York Central lost stockholders, while Standard Brands, National Dairy, National Distillers, American Tobacco, Union Pacific and many small concerns gained holders.

Gay Again Heads N. Y. S. E.; Deplores Capital Gains Tax

NEW YORK, May 12 (AP)—Charles R. Gay, president of the New York Stock Exchange, said yesterday, "The tax on capital gains is continuing to create artificial scarcity of securities."

Interviewed as he swept unopposed into the presidency of the stock exchange for a second term, the 61-year-old broker, whose business career started as a $3-a-week carrier of dry goods samples, expressed concern over the effect of capital gains tax on stock trading.

Sees More Active Market

"This tax helped to produce higher prices in 1929," he said. "It is unscientific and tends to accentuate the valleys and peaks of stock prices."

"A great many stockholders," he explained, "feel they are locked by the tax into a situation where they are not free to realize, so they do not sell."

Asked whether he thought the securities and exchange commission and higher margin requirements would lessen the chances of "another 1929," the veteran broker who in the boom days was said to have executed some of the largest stock orders in Wall Street history, declined to venture an opinion.

"I don't think the S. E. C. and the present margin requirements will of themselves prevent wide fluctuations," he said. "Prices reflect current opinion."

Questioned on whether he thought trading activity would again run up to the 3,500,000-5,000,000 share-a-day brackets, he said, "I wouldn't stay in business if I didn't think so."

"Any undue restriction of stock exchange activity will result in a less liquid market," he added.

Reviewing his past year's term as president of the exchange he said, "Our relations with the S. E. C. have been extremely pleasant. Our business conduct committee is constantly watching the market as a whole as well as situations in individual stocks.

"My trips about the country, I think, have resulted in a better understanding of the exchange and what it is trying to do," he continued.

Gay on Excess Reserves

Asked his opinion of general business, Gay said, "considering various current uncertainties, the patient is doing as well as can be expected."

In reply to a question on the huge pile of excess banking reserves and its possible effect on the stock market, he said, "I don't know which way it's going to work . . . of course, don't forget that some of the greatest speculations in history have been on a cash basis."

Allen L. Lindley, chairman of the New York Stock Exchange committee on business conduct and former vice-president of the exchange, was elected to the governing committee, running on an independent slate.

Edward Roesler, a member of the governing committee since 1915, who ran independently on the ticket with Lindley, thus bringing to 12 the number of candidates running for 10 places on the exchange's most important committee, was not elected.

Those re-elected on the governing committee, in addition to Mr. Lindley, were Frank Altschul of Lazard Freres & Co.; William McC. Martin Jr.; A. Heyward McAlpin of Walker Brothers; Herbert L. Mills of Auchincloss, Mills & Bergen; R. Lawrence Oakley of Maynard, Oakley & Lawrence; Raymond Sprague; and Blair S. Williams of Blair S. Williams & Co.

Department Store Sales Rise 8 P. C.

WASHINGTON, May 12 (AP)—The Federal Reserve Board today reported that department store sales in April were 8 per cent higher in dollar value than during the same month last year.

The month's sales increased "by less than the usual seasonal amount" over March, the board said. The adjusted index gave April 81 per cent of the 1923-25 average.

Sales during the first four months of 1936 were 9 per cent higher than in the comparable period last year.

In the table that follows the percentage change for the month, and for the four-month period, is given by federal reserve districts:

	P.C. Inc. in April	P.C. Inc. in 4 Months
Boston	8	9
New York	7	9
Philadelphia	4	9
Cleveland	11	7
Richmond	6	9
Atlanta	9	10
Chicago	11	9
St. Louis	15	9
Minneapolis	11	6
Kansas City	8	8
Dallas	11	13
San Francisco	7	10
All districts	8	9

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Dorchester Savings Bank	May 15
East Boston Savings Bank	May 15
Eliot Savings Bank	May 15
Institution for Savings in Roxbury	May 15
Wildey Savings Bank	May 15
Blackstone Savings Bank	May 21
Brighton Five Cents Savings Bank	June 1
Franklin Savings Bank	June 1
Massachusetts Savings Bank	June 1
Boston Penny Savings Bank	June 10
Home Savings Bank	June 10
Union Savings Bank	June 10
Warren Institution for Savings	June 10

Other Massachusetts Savings Banks

East Cambridge Savings Bank	May 15
County Savings Bank, Chelsea	May 20
Grove Hall Savings Bank	May 20
Cambridge Savings Bank	June 1
Medford Savings Bank	June 1
Somerville Savings Bank	June 1
Woburn Five Cents Savings Bank	June 6
Brookline Savings Bank	June 10
Cambridgeport Savings Bank	June 10
North Ave. Savings Bank, Cambridge	June 10

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PAINT DIVISION IN PITTSBURGH, PA.

LOOK UNDER "PAINTS" IN CLASSIFIED TELEPHONE DIRECTORY FOR NEAREST PITTSBURGH PAINT DEALER

Schools—Colleges Home Study

Russia's Industrial Future—In Terms of Its Youth

Parents — Teachers Students

A Tuesday and Saturday Education Page

Russia's Student Cities

Where Apprentices Train to Serve State

By Demaree Bess

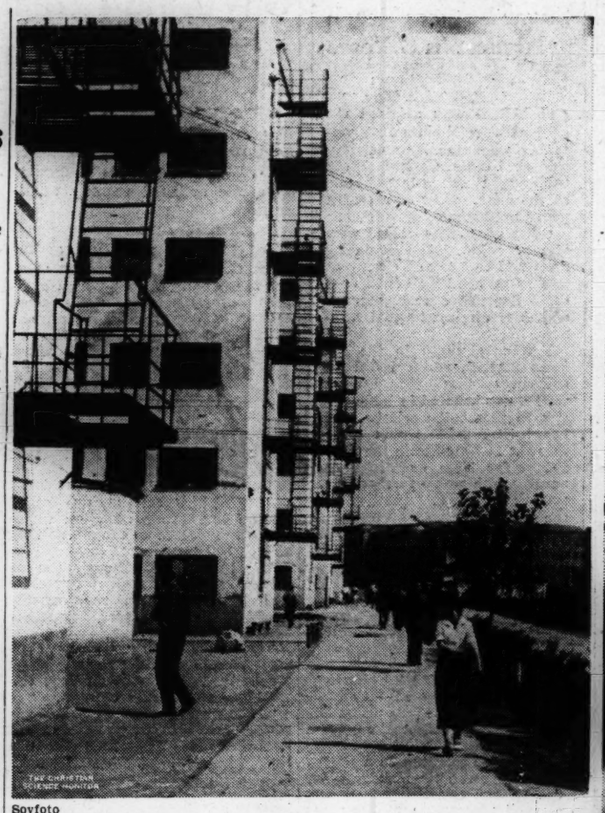
Staff Correspondent of The Christian Science Monitor

Moscow, U. S. S. R.

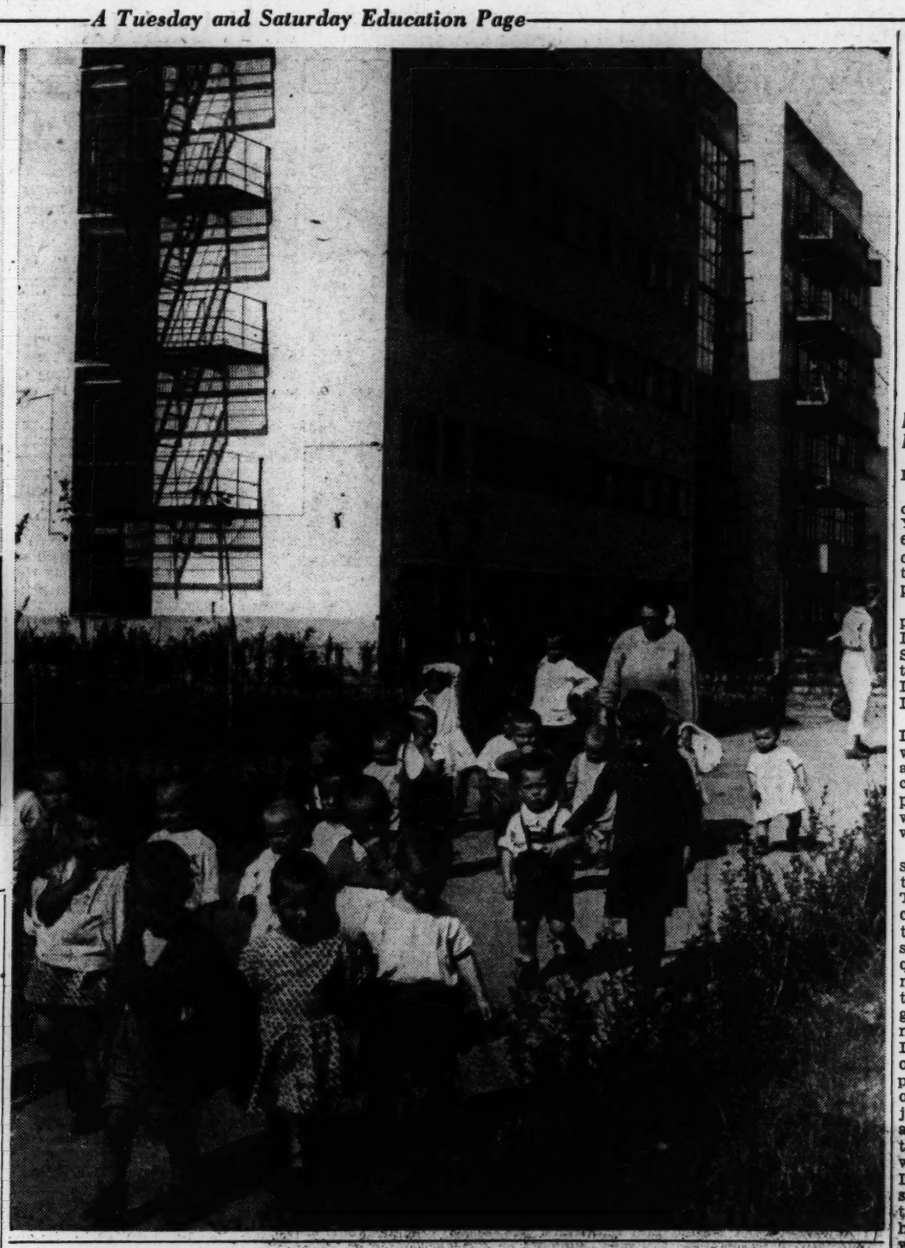
SEVERAL hundred thousand young men and women, student-apprentices training for executive and technical positions in the vast state bureaucracy which controls Russia's industry and agriculture, populate about 100 "student cities" which have arisen in Soviet industrial centers during the past six years. There are nine such cities in Moscow, with a population of 50,000, and others in Leningrad, Kharkoff, Kieff, and other large urban communities.

These young people are apprentices for service in the Soviet state, which has become, in Lenin's words, "one huge syndicate." The ruling Communists have almost achieved their plan to make the state the sole employer of every working man and woman in Russia. The state has not only confiscated existing industries and factories, but since 1930 has created hundreds of new ones. During the same period the state has converted millions of small peasant holdings into state and collective farms with an average population of 350 persons, directly or indirectly administered by the state.

To train new personnel for this vast syndicate, the state has created 814 institutes and higher schools since 1930, in addition to state commissariat has its own institutes, and has built "student cities" to house student-apprentices, who now number almost half a million.



Sovfoto



Moscow Student City of the Commissariat of Heavy Industry, U. S. S. R. Left—Dormitory. Right—A Kindergarten Out for a Walk

These young men and women become state employees from the moment they are accepted by an institute. They draw a fixed salary or "stipend," which increases each year as the apprentice's potential usefulness becomes greater. This salary at first is barely sufficient to cover expenses, but exceptional persons may expect increases for merit. The average salary in the first year is 110 rubles per month and in the fourth year 150 rubles; but some apprentices may receive 300 rubles per month before they finish training.

The writer has visited several student cities. They are all similarly organized. Some have better management than others. One of the best is that maintained by the Commissariat of Agriculture in a Moscow suburb. Here about 7000 young men and women are being trained as state and collective farm managers, agronomists, agricultural executives and technicians of every kind. They attend different institutes but live together in one "city."

Unpretentious comfort is the rule in this, as in all other student cities. The apprentices live in great blocks of cheap brick barracks. They are crowded two or three in a room; only married couples have rooms to themselves. Public dining rooms serve simple meals for 35 rubles per month. Nothing is provided free; the apprentices must apportion their salaries according to their own needs and desires. The dormitories are clean and orderly, and have public rest rooms and reading rooms.

Cheap recreation is provided. Apprentices may walk in the near-by forest, and in winter may skate on a rink in the grounds, lighted at night. Lectures and concerts are frequent, and the city has its own amateur theater and cinema. The Young Communist League arranges frequent talks and discussions.

The atmosphere is very businesslike. The apprentices understand that the state is paying them for a definite purpose, and that they will be discharged, like any other state employees, if they fail to "make good." Study fills their days, and much of their evenings. If they have spare time, they are supposed to do "social work." Some are active in the Young Communist League; others belong to the military reserve, Osaviachim, and learn sharpshooting and parachute-jumping. The more advanced volunteer to tutor those who are backward. Frivolous-minded young men and women soon disappear.

The "self-help" of American campuses does not exist in Soviet student centers. The waiters and cooks in restaurants, the janitors and maids in dormitories are all professional servants. The student-apprentices are a higher group, who perform manual or "menial" tasks only in connection with their studies. The group appoints members to supervise dining rooms and dormitories, but this is unpaid "social work."

One of the chief differences between Soviet student centers and those in other countries is the large number of married couples. The state encourages student-apprentices to marry and have children. Parents pay nominal fees for their children's care. Creches and kindergartens care for all children from the age of two months until they start to school at the age of eight years.

The Soviet state attaches great importance to the training of such children, whose parents will hold executive positions in the state hierarchy. These children are regarded as "embryo Communists," and are trained as "collectives" rather than individuals. Competent and enthusiastic women direct their education from infancy. They seek to inculcate in the children a strong sense of social discipline, a feeling that the state's interests stand above their own.

The children learn a strict routine, and enjoy going through their paces for visitors. They are kept in "age groups," and often spend years together. They learn "cultural manners" from the beginning, politeness to each other, clean personal habits. They learn mass singing and dancing from the age of three years.

The children seem contented, but rather subdued. But they are treated always with kindness; corporal punishment of any kind is prohibited. Until this year, the children spent nights as well as days in institutions. But now their parents take them home every evening and keep them until next morning. This accords with the new Soviet emphasis upon the value of family life.

In these student cities, one may see what a powerful place the state occupies in Soviet life. These young men and women, selected by the state as its future executives and technicians, have already started upon a period of lifelong service to the state. They have been taught from infancy that the state's interests stand above their own, and that they must repay the state for the privileges it gives to them.

The student-apprentices, who include every kind of professional worker, have agreed, when they enter state institutes, to accept without complaint assignments to positions where they can be most useful. They are told repeatedly that it is not proper to "pick and choose" according to their individual desires. If they are capable of doing more than one thing well, they may select the work for which they wish to be trained, but after the state has invested money in training them, they are expected to repay the state with a lifetime of labor in its service. This is the "planned society" toward which Russian Communists are aiming, and in these student cities it is already in effect.

Thoughts After a Conference

Our Youth Round Table
Meets Every Tuesday

Written for The Christian Science Monitor

"YOURS for International Peace" is the way our first speaker closed his letter to the Chairman, and if any of you have been tempted to look upon the modern world as a place where peaceful and wholesome international relations seem rather thoroughly muddled, you may be helped by the experience of Mr. W.—Chairman.

International Relations Clubs

Michigan

Dear Chairman:

It has been a joyous privilege to consider myself a member of our Youth Round Table and I wish to express my gratitude to the many contributors for their splendid letters on international problems and peace.

I should like to relate a lovely experience which I have recently had. I was sent as a delegate to the Sixth Mid-West International Relations Clubs Conference held at the Indiana University in Bloomington, Indiana.

The conference was the finest one I have ever attended, everything was conducted in such perfect order and harmony. It was a joyous occasion, meeting delegates from all parts of the world and exchanging with them our views and ideas on world problems.

We heard many distinguished speakers who spoke on various topics of international interest. They were all so devoted and sincere in their discussions. Many of the talks were very impressive, they spoke courageously on certain vital questions and often with a pessimistic outlook for the future. I left the conference one evening in a great sense of confusion, hopelessness, doubtfulness and despondency. It seemed as if there was no way out, that all attempts to establish peace and good will had failed. The outlook for the future seemed to be just one of gloom and disaster. To all outward appearance this seemed true, as nations were preparing for war, disregarding treaties and the League of Nations had failed to stop wars of aggression. For the first time in my life, I really realized how serious the conditions of the world were and I had a great desire to do my part in bringing out harmony.

The next morning the dark clouds of fear, injustice, distrustfulness and gloom seemed less real after I had changed my thinking from the negative to the affirmative side. I thought of the wonderful talk given by Miss Amy Hemenway Jones, who is the head of the Carnegie Endowment for International Peace. She explained how we live in an age of so-called miracles, the radio, telegraph, movies, television and many other modern inventions which have united all parts of the world into closer relationship with one another. She continued by saying that we lived in a world of hope, that we are always hoping for good, and that we could, in spite of the conditions now existing in Europe, be hopeful because we have the League of Nations, the World Court, anti-war organizations and movements, and greatest of all, we have the hope for peace.

This lovely thought was such a help to me that I thought I would like to share it along with others who like myself may have had the idea that there is nothing that we can do about it. We know that peace is possible and that we must work for it if we are to attain it.

I'm grateful for all opportunities which I have for promoting the cause of peace, and trust that the Round Table discussions will arouse interest in this great cause. Yours for International Peace,

(Mr.) D. P. W.

* * *

"These are the days when English-speaking nations should strive to become akin." What of this as one answer to the feeling of anxiety and discouragement which sometimes overtakes us as we survey conditions in the international scene. Your next speaker begins his letter with this idea.—Chairman.

* * *

A Handclasp To Young America

London, England

Dear Chairman:

These are days when the English-speaking nations should strive to become more akin and I do feel that it is upon the youth of America as well as of Great Britain a great responsibility will lie. Do we understand sufficiently each other's lives, also hopes! One time I tried vainly to become a messenger of the Western Union in London because my wish was to identify myself with those wearing some uniform in U. S. A. I am keen to learn about American youth at work and how he employs his spare hours. What are the great boys' movements apart from the brotherhood of Scouts. Some day, a deputation of British youth might visit American boyhood. To my mind, a start could be made by the various business houses employing young staffs in the two lands, with branches in each, as they could exchange messages, books, etc.

I trust that unemployment is not too severe among your youth. Could you inform me why military training is so common as part of your school equipment?

A handclasp to young America.

(Mr.) D. M.

* * *

Wide-Awake Study Group

Ontario, Canada

Dear Chairman:

The Monitor of Tuesday, April 21, sent out a request for more letters from Canadians in order to establish an All-Canada Youth Round Table, and we, of The Monitor Club of Toronto, Canada, felt that it was about time we should "dash to our desks to provide further letters."

This Monitor Club was organized two years ago, to help the young people to become more interested in The Christion Science Monitor and to be able to read and to discuss it more intelligently. It has been quite successful indeed.

We meet on the second and fourth Friday of each month. There are a number of groups arranged, each having a leader, and each group discussing a different subject or page from the Monitor.

Our group has the Magazine Section of Wednesday's Monitor, and one may find instructive articles therein, giving clearer ideas about many subjects of interest to all.

It is most interesting to read the inspiring letters from our Youth Round Table, and we take this opportunity to say "Thank you!"

(Miss) S. E. L.

* * *

We still have many Canadian letters, and intend to filter them in, one or two at a time. It is fine to have word from different countries. Do you tell your friends about the Youth Round Table?

Cheerio . . .

Chairman

PLAYGROUND EQUIPMENT

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Complete line of playground equipment—for children of all ages. Sand boxes, swings, crossbars, rings, seesaws, gymnasium and swimming pool equipment. Back yards—schools—camps—municipal playgrounds, etc. An item for every budget.

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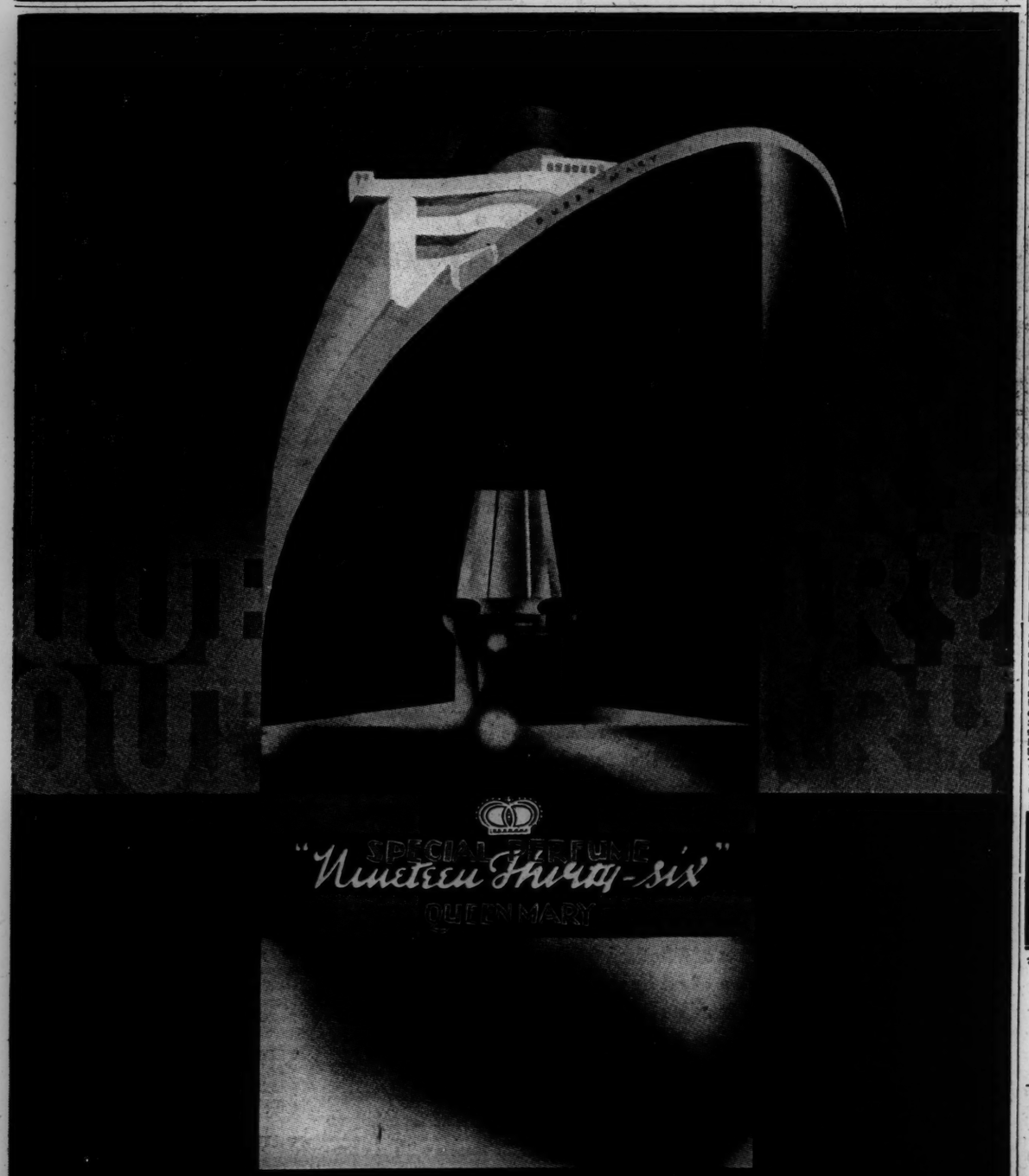

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Geologists Find Gulf Coast Is Slowly Changing

Special to The Christian Science Monitor

NEW ORLEANS, La., May 12—The entire Gulf coast, from Mississippi to Texas, is sinking or settling at a rate of at least one foot a century, according to a study presented in Geological Bulletin No. 6, published by the Louisiana Department of Conservation and the Louisiana Geological Survey.

The reason is the load of silt and sand brought down by the Mississippi River and deposited on the floor of the Gulf of Mexico. "The Mississippi River is spreading out on the shores of coastal Louisiana more than a million tons of the sediment each day, and has been doing so for a period of time (given in standard textbooks) of 120,000,000 years," says the bulletin. "The Mississippi at the present time is yearly carrying to the Gulf, and spreading over its delta, enough mud and sand to cover an area a mile square to a depth of 268 feet. In the 30,000 years since the glaciers started their slow retreat from the North American continent, the Mississippi has brought to South Louisiana enough sediment to bury the entire State (48,000 square miles in area) to a depth of 188 feet. . . . Even as far away from the mouth of the Mississippi River as the Texas and Mississippi borders, the sinking at the present coast line has been enough to accommodate well over 100 feet of sediments."

The rate of settling is more pronounced near the discharge of the river, where the heaviest loads are deposited, says the bulletin. This has caused the Mississippi to change its direction of discharge. At one time, it discharged to the west, through the Atchafalaya River, Bayou Lafourche, Bayou Teche and other streams, and built up the land which became Cameron and Vermilion Parishes in Louisiana. At another time it discharged to the east, and built up St. Bernard Parish. It is now discharging to the south, and is building up Plaquemine Parish.

While the river discharges in any given direction, the rate of building is faster than the rate of subsidence there, but when the channel shifts to a more sharply inclined plane, developed by subsidence, the old made land begins to disappear by subsidence. Some of the islands off Louisiana are remnants of ancient coast lines, which have kept their heads above water while the lands back of them have subsided.

Early French Settlement

When the French began the first European settlement on the Gulf Coast in 1699, St. Bernard Parish in Louisiana was relatively high land, and many plantations were laid out there. These old plantations are now awash or below water, and are trapping, hunting and fishing grounds.

"Should the Mississippi abandon its present channel and again turn westward, its main channel would undoubtedly follow the course of the Atchafalaya," says the bulletin. "This would probably be the case today had not extraordinary means been employed to prevent diversion. The growing volume and depth of the Atchafalaya (due to subsidence) and the rapidity with which it is filling the lakes in the lower part of its course suggest that the time for renewal of westerly sedimentation is not far off; and when this occurs, the sediments will again advance the shore of the southwestern marshes."

Millions of Years

Continuing, the bulletin says that the subsidence which has been going on for "scores of million years" has caused "former shores of South Louisiana to be buried to a depth of between five and six miles."

If it were not for subsidence, says the bulletin, the silt-laden streams which enter the Gulf would "transform their drowned mouths into tidal marshes" and extend their channels "out into the Gulf through deltas projecting far beyond the normal coastline. . . . Yet in only two cases, the Mississippi and the Apalachicola, are these potentialities evident in the shore line of the Gulf.

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Advertisements under this heading appear in the Atlantic, Central and Pacific editions of The Christian Science Monitor. Rate 60c a line for one or two insertions, 56c a line for three, four and five insertions within a week, and 52c a line for six or more consecutive daily insertions. Minimum space four lines. An application blank and two letters of reference are required from those who advertise under most of these headings. Write or call for detailed information.

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REAL ESTATE

PASADENA, CALIF.—6-room stucco house, garage, trees, mountain view; near Primary School, Junior College, Christian Science church. W. M. CREAKBAUM, 1496 E. Howard St. ST. 5667.

ROOMS FOR TOURISTS

MINNEAPOLIS, MINN.—Dutch colonial tourist home, Lake Calhoun, fine residential district; near swimming beach, parks, church. 3714 Upton Ave. South. Tel. Walnut 0760. Keep this.

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RAPID PAGE FINDER COMPANY
THUMB INDEXING
Bibles and Works on Christian Science
13 Norway Street, Dept. 15, Ken. 3298, Boston

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United States and Canada

Advertisements under this heading appear in this edition only. Rate 30c a line for one or two insertions, 27c a line for three, four and five insertions within a week, and 24c a line for six or more consecutive daily insertions. Minimum space three lines, minimum order four lines. (An advertisement measuring three lines must call for at least two insertions.) An application blank and two letters of reference are required from those who advertise under most of these headings. Write or call for detailed information.

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APARTMENTS TO LET

7 ROOMS, modern; 24-hour elevator, switchboard service; near 14th Church, cor. Broadway, 571 West 129th St., New York City.

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Monitor advertisers are glad to know even of the smallest purchase that comes in response to their Monitor advertising. Every purchase counts in helping to make the advertiser realize the value of his advertising investment.

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BOSTON, MASS., 157 Beacon St.—Beautiful two room apartment, kitchenette and bath. Private home. Ken. 1756.

FELTON HALL, CAMBRIDGE, MASS. Where one may live in pleasant surroundings, comfortably, economically, and with dignity. Inquiries invited. Tel. Eliot 8974.

N. Y. C.—SUBLET desirable furnished apartment, entire floor, grand piano, 2 bedrooms, 2 baths, 2 fireplaces, adults, references, reasonable rent. Available June to October. For appointment write X-29, Suite 2240, 500 Fifth Ave., New York or Tel. Plaza 3-9049.

N. Y. C., 86th St. and B'way—6 rooms, beautifully furnished, two baths, three bedrooms, all outside: Frigidaire, radio, adults; reasonable. Write Box M-13, Suite 2240, 500 Fifth Avenue, New York.

THE BARRINGTON, CAMBRIDGE, MASS. Six-room apartment, real home, every convenience; adjacent Harvard College; cool, quiet; near shops, restaurant. Christian Science church. H. E. W., 10 Prescott Street. TROwbridge 9037. KIRkland 6502.

APARTMENTS UNFURNISHED

N. Y. C., 15 W. 95th St.—1 and 3-room apts. all improvements; suitable practitioner; near church, subway. RIverside 9-3851

AUTOMOBILES FOR SALE

NEW or USED CAR
No Down Payment

Pay for car in monthly payments. Steady employment for 5 years and good credit standing only requirement. This advertisement is by an authorized Chevrolet dealer in Boston and can be offered only during the month of May. Trades can be handled.

V-36, The Christian Science Monitor, Boston

BEAD RESTRINGING

BEADS Restrung on Genuine Silk Cable 35c up to 20 in.
ARTHUR W. FITT, 26 West Street, Boston

CAMPS AND COTTAGES

MOOSE POND, BRIDGTON, MAINE—7-room camp, in pines near lake; 1 room camp in sunny field; screened porches, fireplaces, electric lights; furnished; private beach, boat, wood, ice. Write FRANK WHEELER, 63 Florence Ave., Melrose, Mass.

SHORE ACRES, CAPE ELIZABETH, ME.—Cottage 7 rooms bath, electric lights, fireplace, broad piazza; garage; cool breezes; quiet surroundings; beautiful view. Enquire PENNELL, 173 Bolton St., Portland, Maine.

COUNTRY BOARD

REAL country home, beautifully furnished, fresh milk, own cows, excellent board, boating, bathing, summer guests. Address MRS. WALLACE GEORGE MATTESON, Center Moriches, Long Island, N. Y.

WHITE TURKEY INN
Situated in the lower Berkshires

Here you will find an atmosphere of peace and tranquillity. The Inn was built in 1760—Furnished with antiques. Excellent food fresh from the farm. Old-fashioned New England hospitality. Booklet, map, rates on request.

Mr. or Mrs. Harry Davega, Danbury, Conn.

DANCING

PETERS-WRIGHT STUDIO
15 West 67th, New York. ADULT AND CHILDREN'S DANCING Tr. 7-9480

EMPLOYMENT AGENCIES

MISS ARNSON AGENCY, 431 Riverside Drive (115th), nurses, governesses, infants' nurses, home assistants. N. Y. C. Un. 4-5242.

FURRIERS

FLEMING'S FURS Repairing, Remodeling, Ready-made garments at low summer rates.
COLD STORAGE
345 7th Ave., N. Y. C. (4th Floor). PE. 6-2279

FUR STORAGE

COLD Fur Storage. Glazing free, repairing, remodelling, relining. CANTOR FURRIERS, 165 Tremont St. LIB erty 2724.

HELP WANTED—WOMEN

GOOD home, small salary, middle-aged woman, housework family of 4. 155 W. Chew St., Olney, Philadelphia, Pa.

HOUSES FOR SALE

JAMAICA, N. Y.—2-family stucco, oil burner, 3-car garage; 20 min. to N. Y. C.; centrally located; reasonable. INDELL, 89-18 184th St.

HOUSES TO LET

JAMAICA PLAIN, MASS., 48 Seaverns Ave.—Half duplex house, completely renovated, 9 rooms, $40; very desirable; refs. required; key at #50.

MUSIC

CHANDLER EBEL MUSIC CO.
434 Albee Sq., Brooklyn, N. Y. TRiangle 5-2148

OFFICE FURNITURE

FOR SALE—6 floors of new and used furniture for office or studio. DRIVER-DESK COMPANY, 33 West 33d, New York City

OFFICES TO LET

N. Y. C.—Practitioner's office, mornings, $15. Suite 1960, 11 W. 42nd St., Chickering 4-6388. Call evenings.

OLD GOLD AND SILVER

CASH for Old Gold, Watches, Dental Gold, Silver, Trinkets, etc. Prompt attention to Mail Orders. S. SANDLER & CO., 145 Tremont Street, Boston, Mass.

REAL ESTATE

CONNECTICUT—4 acres, 2-family house, redecorated, all imp., rented, for florist nursery or poultry farming; 56 min. to N. Y. C.; reasonable. INDELL, 89-18 184th St., Jamaica, N. Y.

FOR SALE—Wilton, Conn., attractive studio, hand-hewn timbers, improvements, with or without acreage. Write Box S-23, Suite 2240, 500 Fifth Avenue, New York City.

ROOMS TO LET

BOSTON — Pleasant, sunny rooms, transients or permanents; prices very reasonable. 85 Gainsboro St. MISS HELEN JOHNSON. Com. 8569.

N. Y. C., 2025 Broadway (Apt. 4-B)—Attractive, airy, kitchenette, running water; redecorated, elevator, transients; singles-doubles $5-$7. (Endicott 2-3718.)

N. Y. C., 650 West 171st St. (Apt. 4-E)—Pleasant single, double room, kitchen privileges; near 7th and 8th Ave. subway.

N. Y. C., 186th St., 2345 Broadway—Beautiful outside room; home atmosphere; meals optional; $7. Endicott 2-4738.

YONKERS, N. Y. (Overlooking Van Cortland Park — Spacious cool room; private apt. near train, subway; suitable one-two; Christian Scientist preferred. Tel. after 5 p. m. Yonkers 8978-W (Powers) 14 Caryl Ave.

SITUATIONS WANTED—WOMEN

BOOKKEEPER-AUDITOR-TYPIST—Emcient, alert, exp.; dependable; capable taking full charge; excellent refs. Write Box B-16, Suite 2240, 500 Fifth Ave., New York City.

COLORED woman desires position, cook or general work; able to take full charge. MRS. M. L. CARSON, 16 Davenport St., Boston.

COMPETENT companion-housekeeper, also able manager, desires position with elderly couple, preferably country; drives car. Box 317, Mahwah, New Jersey.

COMPETENT governess speaking English, French, German, wishes position; children over four. Miss Becker. SU. 7-7346. New York City.

WOMAN with executive ability and fifteen years' experience as office manager in woolen house, desires similar position, any line of business; good references. RODE, 630 West 172nd Street, New York City.

SLIP COVERS

TRANSFORM your home with smart fabrics; snug tailoring; reasonable. HOWARD K. HEATH, ED. 4-1396, 571 W. 129th St., N. Y. C.

SUMMER HOMES

TWO HOUSES for rent, modern, fully furnished, Long Island Sound; beautiful location; private beach, safe bathing, plenty of shade. PRINGLE, Miller Place, Long Island, N. Y.

SUMMER PROPERTY

MAKE THIS YOUR SUMMER HOME
A hundred years ago Cape Codders builded well, so this house stands sound today. Wide plank floors, low ceilings, fireplaces with ovens. What a location, facing south, overlooking a pond. Only 2 miles to the seashore. 5 acres. Price only $3500. W. F. KERSHAW, Harwichport, Cape Cod, Mass.

NIANTIC, CONN., Black Point—For sale, 130x100 100 feet from shore, $5000; Attawan Beach, 50x162, shore front, $3500. MRS. DWIGHT CHAPMAN, 206 Farmington Ave., Hartford, Conn.

TYPEWRITERS

TYPEWRITERS Bought, Sold and Rented. Repairing
Arcade Typewriter, 80 Boylston St., Boston

MASSACHUSETTS

NEWBURYPORT

Greetings, Folks from New England

WHITE SHOES *for All*

Thurlow's Family Shoe Store
21 State Street

As WE are living in eternity, the time to be happy is today.—GRENVILLE KLEISER.

Daily Features

He SURELY is in want of another's patience who has none of his own.—LAVATER

Worth Knowing

VEGETABLES RAISED IN A HOME GARDEN PLOT THE SIZE OF A STANDARD CITY HOUSE LOT HAVE AN AVERAGE VALUE OF $40.00

Prepared for The Christian Science Monitor

Children's Corner

Peter Stays Awhile

"DICKY!" called father from the yard where he was working. "Dicky, I wish you and sister would help me for a while."

"Oh, goody!" cried Jane, Dicky's little sister. "I just love to help father."

"What do you want?" asked Dicky, putting his new picture book on the porch table.

"I want you to help me take care of the corn," said father, smiling.

"The corn isn't up yet," said Dicky. "How can it need to be taken care of?"

"Come this way and I will show you," said father.

He led the way to the cornfield, and in his arm he carried a scarecrow that he had made a few days before.

"Oh, the crows," cried Dicky, skipping along and holding Jane by the hand.

"Yes, they have eaten nearly half the corn seed I planted last week," said father, "and I must scare them away."

As he spoke he placed the funny scarecrow in the field. Then he said, speaking very low, "Let's hide and watch the crows to see what they do when they see the scarecrow."

"Goody," whispered Dicky, "that will be fun."

Father, Dicky and sister hid behind some thick bushes not far from the scarecrow and watched for the robbers to come.

Before long, a loud cawing told them that the thieves were not far away. It was fun to watch them. They flew over the cornfield and halfway to the ground when the west wind suddenly puffed out the funny scarecrow's sleeves in such a way that the crows became frightened and flew noisily away, scolding the funny man in the cornfield.

The crows flew away, that is, all of them did except one. That one crow lit right on the scarecrow's head and sat there looking around just as if the cornfield belonged to him.

How surprised Dicky, Jane and father were!

"I get him—I get him," cried little Jane, running out to the scarecrow before Dicky or father could stop her.

"Wait, wait!" cried Dicky, running after Jane.

"Shoo, shoo!" cried Jane, shaking her apron just as she did when she wanted to chase the chickens from the flower beds.

But the crow didn't move.

Finally, Dicky walked right up to the crow, but even then the bird only moved a foot or two and then again sat watching his visitors.

"He must be a tame crow," said father.

"What shall we do?" asked Dicky.

"Let him alone," said father. "I will plant enough extra corn so that he can have all he wants to eat."

So the crow stayed at Dicky's home. Dicky named him Peter.

All summer Peter lived in the cornfield, and in the winter he moved to the back porch of Dicky's home. Three times each day he flew to the kitchen window and asked for his meal, and someone of the family always fed him.

Peter soon became so tame that he would eat from Dicky's hand and perch on the children's shoulders.

"I wish Peter wasn't such a hungry crow," said father the next spring soon after the corn seed was again planted. "He dug up several hills of corn again today."

"Oh, he is just taking what he has earned," protested Dicky. "It is so much fun to have him around that I think he has earned all the corn he wants to eat."

Daily Anecdote

Prepared for The Christian Science Monitor

Attention, Dictators

AFTER conquering most of the world, Alexander the Great was at a loss how to make use of his time. There were no more battles to win, it seemed.

Augustus heard of his plight and expressed his astonishment in this pithy remark: "Could Alexander be ignorant that to conquer countries is a matter of much less labor than to govern them well?"

A Flying Vacation

20.

From Mud to Crystal

THE folks in New Orleans get their drinking water from the Big Muddy—and like it!

On my 1935 trip through the Crescent City, I heard so much bragging about the water that I determined one day to look into it. New Orleans, you know, is one of the 16 or 17 cities which lay claim to having the best water. Yet, every drop of it comes from the swirling, muddy Mississippi.

The way opened for me to make a rather thorough inspection of the purification plant; and perhaps I can explain—simply, I hope—the miracle of turning thick brown water into the clearest H_2O that a chemist ever put into a test tube.

Two 60-inch intakes (only one is used at a time) bring the water from the river to the plant—a quarter of a mile. The brown water empties into a vast reservoir, where it loses from 8 per cent to 15 per cent of its sediment. It then flows into an adjoining pool, where a lime solution is introduced. (The lime softens the water; but, more important, it coats each mud particle with a "base.") After traveling half a mile in a tortuous, mixing course, the water is delivered into another pool, where iron sulphate is added. This heavy chemical is attracted to the lime, and proceeds to coat each particle of mud and weight it down; so that when the water reaches the first settling pool, it soon loses virtually all of its mud. It is then pumped into a second settling pool; and when the water leaves this one, all but 1½ per cent of its original sediment has been dropped. Who says that chemistry can't be applied on a large scale? Only here, lakes are being used instead of test tubes!

The water is then filtered through 14 inches of gravel and 36 inches of sand; a bit of chlorine gas and ammonia sulphate is added to discourage any bacteria; then it is moved into storage reservoirs, from which four large mains carry the water to the city—as clear, crystal water as you would ever see in a mountain stream!

Oh, yes—and the New Orleans Sewerage and Water Board is not a tool in the hands of politicians!—*Daily Features Editor.*

(To Be Continued)

Lines About Leaders—XVII

Henrik Ibsen

IN dedicating a book to a child one day, Ibsen wrote:

May your life take shape like a poem of beauty
On the great reconciliation of happiness and duty.

To uncover in order to reconcile was his supreme aim.
And in this he has struck the highest note of modern drama.
Henrik Ibsen was born in a wealthy home of Norway in 1828.
But the market suddenly changed; all the property was lost.
And the family moved to a little farm away in the country.
The child soon manifested considerable talent for painting.
Having to earn money, he entered a druggist's shop on the coast.
The new apprentice passed quite unnoticed in the village.
He went his way in silence, selling candies, running errands.
Who could ever fancy that he was living in another world?
Yet he did live in another world, that of the authors he read.

ONCE a young customer asked him to listen to his verses.
I also write poetry, hinted Ibsen before the visitor left.
That day the stranger ran home with the errand boy's MS.
And a month later a magazine published two of the poems.
Ibsen felt overwhelmed for having received some recognition.
And the time came when the druggist's clerk wrote a drama.
The play was rejected, but this did not discourage its author.
He wrote a second, which enjoyed three prompt performances.
This opened the way for an invitation to stay in Christiania.

IN 1850 the struggle for independence received new impetus.
A theater was founded in the old medieval city of Bergen.
A casual request induced Ibsen to write a prologue for a fête.
Stormy applause told the story of its remarkable success.
The director wished to meet the author of such a masterpiece.
He found himself before an open, alert, witty youth of 23.
The next day Ibsen was appointed stage manager of the theater.
Now the poet prepared plays for production, he assigned roles.
In this manner he developed some 150 comedies and dramas.
He went full of thought of his high mission toward the public.
In 1863 the country rewarded him with a stipend for traveling.
He was on his way to enlarge his contacts with other lands.

ONCE, in Italy, the thinker stood under Michelangelo dome.
There he conceived the form of his message to his nation.
Then he tore up the long poem on which he had worked a year.
He quietly retired alone to a beautiful spot with his Bible.
And after a few months he sent off the entire MS. of *Brand.*
This colossal poem marked a stirring date in Norway's history.
Ibsen had advanced to a position side by side with Bjornson.
The glorious story of *Peer Gynt* came next, consecrated by Grieg.
Then many social plays carried his fame throughout the world.

ONE basic study occupied the thought of Ibsen to the end:
The relation of the individual to his social surroundings.
In 1885, he declared: *The nobility of character alone is that which can make us free. An element of nobility must enter into our political life, our administrations, our press. . . . It will come to us from our women and our workingmen.*
This devoted thinker passed on among many friends in 1906.
Truth, freedom, and love are the cornerstones of his edifice.
His call remains a call to work for the ennobling of the world.

Prepared for THE CHRISTIAN SCIENCE MONITOR by Pierra.
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Puzzle Corner

Conducted by Puzzlesmith

1. Cryptogram

STILL they come. A Chicago reader sends several, among them one which she has labeled "Time." As usual, each letter is represented throughout by another. What's your "time" on solving this without further clues?

I XBJLWAKBIN'Q WCU HAM-

MEUQW TIJ WA ZEMM WCU

XBIXDQ EF WCU SBUID AZ GIJ

2. Letter Juggling

Can you juggle or transpose the letters below to form six different six-letter words? Use all six letters in each word.

A E L P S T

3. How Many Minutes?

How many minutes is it until 6 o'clock, if 50 minutes ago it was four times as many minutes past 3 o'clock?

4. Hidden Words

Eight different words are hidden, each in correct consecutive order, in the word below. Can you find them all? The order of the letters must not be changed, and no letters should be skipped.

S E V E R A L L Y

5. Rebus

Study the position of the letters below. They represent an eight-letter word. The lines below give a clue.

C R

Here's a rebus, but don't you mind;
Ponder, ponder, until you find.

(Answers Appear Elsewhere)

In Lighter Vein

To Be Tied Outside

SOME may long for the soothing touch
Of lavender, cream or mauve;
But the ties I wear must possess the glare
Of a red-hot kitchen stove.
The books I read and the life I lead
Are sensible, sane and mild,
I like calm hats and I don't wear spats—
But I want my neckties wild!

OH, SOME will say a gent's cravat
Should only be seen, not heard;
But I want a tie that will make men cry
And render the vision blurred.
I yearn, I long for a tie so strong
It will take two men to tie it;
If such there be, just show it to me—
Whatever the price, I'll buy it!

—The Saturday Evening Post

Two in One

Hugh, aged six, had heard many discussions on the servant question. When he found a new butler serving the lunch at his grandmother's house, he turned to her and in a stage whisper asked:

"Granny, is he a man and wife?"

—Sondagsnisse Strix

"Mrs. Twiffley is out riding today, I see!"

Puzzle Corner Answers

1. A cryptogram's the jolliest way
To fill the cracks in the break of day.

2. Palets, Palest, Petals, Plates, Pastel, Pleats, Staple.

3. 26 minutes.

4. Sever, Several, Eve, Ever, Era, Rally, Ally, All.

5. C on side R (Consider).

"I Record only the Sunny Hours"

Protection

Special to The Christian Science Monitor

Minneapolis, Minn.

WHILE motoring in northern Minnesota, a party came upon a group of Indian children playing by the roadside. The tourists stopped and offered some candy to the children. One girl dashed back into the woods, instead of coming up as the others did. In a few minutes she came back carrying a baby nearly as big as she was. She had hid him for safety, but she didn't forget to get him when there was something good for him.

Here was a primitive but convincing expression of love and protection. And the stop was well rewarded.

Party Fun

Readers are invited to send to this feature directions of party games which have brought pleasure. One dollar will be paid for each contribution accepted.

Bean Race

FILL two bowls with ordinary beans, placing them at one end of the room. Put two empty bowls at the other end of the room. Divide guests into two groups and give each guest a soda straw. In turn, a player from each side tries to pick up a bean from the bowl with the straw, and, by holding his breath, endeavors to carry it clinging to the end of the straw to the empty bowl.

This causes a great deal of laughter, whereby a great many beans are lost. After all guests have finished, count the beans deposited in the separate bowls to find which side won.—Elsa P. R., Pittsfield, Mass.

Facts About the Bible

Prepared for The Christian Science Monitor by THOMAS L. LEISHMAN, M. A.

The Priestly Organization

TOWARD the close of his reign, David divided the priests of his day into 24 groups (I Chron. 24), each group in rotation being responsible for the conduct of the services of the sanctuary for a period of one week. Thus when Solomon came to the throne and carried through his father's plans for the construction of a mighty temple, he found at hand a priestly organization fully prepared to attend to its ritual in an orderly manner.

During the exile of the Jews in Babylon, some of the groups or "shifts" were virtually wiped out, but they were recruited from those which remained more or less intact, while the original names and divisions were retained (cf. I Chron. 24:7-18). Thus even in the New Testament (Luke 1:5) we find it stated that Zacharias, the father of John the Baptist, belonged to "the course (or shift) of Abia" (i. e., "Abijah"—I Chron. 24:10).

Tubby and Buddy & Co.—*Just Leave It to Marmaduke*

By LE PELLEY

THE DOODLEDUCKS RECEIVED TWENTY FIVE DOLLARS FOR HELPING MR. HAMTREE PRETEND HE WAS HARKAM JAARS - A MAN FROM MARS.....
BUT HOW TO SPEND THE MONEY HAS BEEN THE BIG DISCUSSION
WELL, I'M GLAD THIS SECOND MEETING IS OVER! WE WERE IN THERE FOR TWO HOURS AND STILL HAVEN'T DECIDED HOW TO SPEND THE MONEY
WHY DOESN'T SOMEONE ASK ME WHAT MY IDEA IS?
ALL RIGHT.... WHAT IS YOUR IDEA?
MY IDEA IS THAT WE DO NOT SPEND THIS TWENTY FIVE.... MY IDEA IS THAT WE SPEND THE NEXT TWENTY FIVE
AS USUAL YOUR IDEA IS A BIT MISTY.....
IT IS NOT MISTY AT ALL! WE MERELY DOUBLE OUR MONEY.... THAT'S ALL!
OH - IS THAT ALL..... LISTEN, MARMADUKE.... DOUBLING TWENTY FIVE DOLLARS ISN'T LIKE HATCHING EGGS!!

The Diary of Snubs, Our Dog—*Their Busy Days*

By CARMACK

Oh, Boy, now that the Boss and Jimmie have their Dandelion Digging business to look after they certainly don't lose any time getting home after school lets out!
And they fix me up with my sign and get their diggers and a big basket and away we go—
And while they're digging the dandelions out of their customers' lawns I'm ambling around looking for more business—
Today a number of people stopped me and seemed quite interested in my sign, especially when I wiggled my tail and told them what good work the Dandelion Diggers do—

THE CHRISTIAN SCIENCE MONITOR

BOSTON, TUESDAY, MAY 12, 1936 — *"First the blade, then the ear, then the full grain in the ear"* — PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

• Editorials •

Political Money

THE Constitution of the United States gives to Congress power to coin money and "regulate the value thereof." But undoubtedly a good number of conservative citizens, horrified by the long-feared outbreak of "inflationists" in the House of Representatives yesterday, are today almost subversively doubting the wisdom of the founding fathers in conferring such powers. For overriding Administration leaders as well as party lines, the House, after three minutes' debate, exuberantly voted, 220 to 153, to pull the Frazier-Lemke bill out of a Rules Committee pigeonhole and set it on the road to enactment.

Undoubtedly much of the support for the bill is from members who see it as an instrument for increasing the amount of currency. The bill provides for an issue of bonds by the Farm Credit Administration and pronounces it to be the "duty" of national banks and the Federal Reserve to "invest their available surplus and net profits" in these bonds after dividends have been paid to stockholders. The money obtained would be lent to farmers at very low interest to help retire mortgages. But unless all the bonds were "readily purchased," the Federal Reserve Board would be required to accept them and to issue notes against them to the extent of $3,000,000,000. The expected effect would be to add that much to the supply of currency.

On its face, this seems a foolish and dangerous proceeding. For the stock of money on hand is already almost three times the amount the people are using in actual circulation, and anything which adds to the excess of bank reserves enlarges the base on which a perilous pyramid of credit inflation can rise. One who talks with the proponents of this bill finds that some of them are aware of these facts. But they do not think the danger is great and they insist that all they want is a slight "reflation." Their contention is that the dollar is still worth about $1.25 compared with the 1926 dollar, and that farmers and other debtors who borrowed cheaper or smaller dollars are now having to pay back bigger dollars.

Right or wrong, this feeling that the dollar isn't yet "honest" is widespread in the western and farm areas. And those who hold that "Wall Street" and the "Eastern creditor class" have always pinched the debtor by "manipulating money values" have no compunctions about using their political power to have Congress regulate the value of money until it reaches what they consider a fair position. Add to that aim the natural desire of farmers for low-interest loans from the Government and it is easy to estimate the political dynamite in this bill. If it also included a few tariff subsidies for manufacturers or bonuses for factory workers it would be almost irrisistible.

The desire for an honest and stable dollar is one which appeals to every man's instincts of justice. This newspaper supported the Banking Act of 1935 on the general ground that if the Federal Reserve Board could be built up into something like the nonpartisan and expert status of the Supreme Court, it would be better to have the control of credit in Washington than in Wall Street. And certainly we are not ready to deny the constitutional power of Congress to regulate the value of money. But it does seem necessary to point out that Congress should exercise that power with responsibility and foresight.

Something can be said for a managed currency, regulated by expert and judicious agencies attempting to keep money values stable and prevent destructive inflation or deflation. But little can be said for political manipulation of money in response to pressures from certain sections or special interest groups. Tariff subsidies obtained by logrolling to satisfy a combination of local interests have seldom been in the interest of the whole country. And if groups can be combined in the same way to get some special favor out of measures to regulate the value of currency, particularly at the risk of an inflationary explosion which would rob wage earners and farmers as well as bankers, then it is time to stop, look and listen. There is reason to believe Congress —or the Senate at least—will yet do that in its consideration of the Frazier-Lemke bill.

Something Has Been Done

THE G-men, relentlessly successful in their pursuit of major criminals, are doing something more than ending gangs and solving kidnapings. They are, as is widely recognized, contributing to the development of a renewed tradition of law enforcement in the United States.

It is interesting to contrast the popular viewpoint with that of about three years ago. Today there is quiet satisfaction at the announcement that the federal men have solved all but two of the nation's most puzzling kidnap cases and arrested the remaining member of the group charged with the Stoll kidnaping. There is no trace of the alarm—if not despair —which was occasioned by the early development of large-scale kidnapings.

The change, both in the enforcement situation and in the nation's thinking, has come through many factors. There was the passage of necessary laws and selection of capable men to enforce them. There was the courage to meet the gangster on his own ground when it proved necessary. And there was the mandate of a popular opinion which rose above its doubts, into the conviction that the situation must and could be met.

The experience can be applied to other phases of the nation's crime problem. When J. E. Hoover, director of the Bureau of Investigation of the Department of Justice, characterized crooked politics as public enemy No. 1, his words evoked agreement. But many asked: "Can anything be done about it?"

Certainly the destruction of the liaison between crime and irresponsible politics is a most complicated and difficult task. Yet it is worth remembering that public problems have appeared insuperable—and have been solved.

Nonaggression or Mutual Aid?

THERE are two kinds of peace proposed in Europe. Germany may be regarded as the champion of bilateral nonaggression pacts. France is the protagonist of pacts of mutual assistance.

Why should these two systems be regarded in many quarters as irreconcilable? To the public, unfamiliar with diplomatic distinctions, it would appear that when Germany offers to enter into treaties of nonaggression with its neighbors, it should be taken at its word. Perhaps doubts may be cast on its promises in view of recent happenings. Perhaps nonaggression is pledged in the Kellogg Pact. But still, it can surely do no harm, and may do good, for Germany to say definitely that it will not attack particular countries.

Not so, say the French statesmen. Nonaggression pacts may be so designed as to facilitate aggression. Security must be collective—that is to say, if one country is attacked by another, other countries should go to the support of the victim. Now if the countries which would offer their assistance are debarred from so doing by a pact with the aggressor by which they undertake to remain quiescent, then an aggressor can safely attack one country after another, each in turn, without risking the intervention of those countries which have signed nonaggression pacts.

To which the Germans retort that mutual assistance pacts are merely military alliances to which a newer and better sounding name is given. They point out that although the phraseology of the Covenant is used, the stipulated mutual assistance prejudges the issue, and demands military staff talks in advance, against a supposedly potential enemy. The purpose of the pacts is to encircle the presumed eventual aggressor, thus provoking him to break out of the circle.

Against this argument it is urged that it is perfectly simple for an encircled country to sign the appropriate mutual assistance pact with its neighbors. On paper, this is true, but if nevertheless the true intention is to regard one of the number of signatories as a potential enemy, its inclusion among the signatories does not alter the realities of an undesirable situation.

Society on Parole

THE probation system works. Most persons, of course, believe it does. Those dubious about it point to the paroled who fall by the wayside. They should be heartened by the fine record of reformation made by an entire community in the Oranges and Maplewood, in New Jersey.

One year ago the residents of those towns were charged, "tried" and convicted of dereliction in their obligations to youth. In solemn proceeding at the Orange High School, May 2, 1935, in the case docketed "Youth v. Society," five charges against the citizen body were brought by 27 young people's groups. The plaintiffs complained that society had failed to find employment for youth; that economic means for marriage were made impossible; that too few facilities existed for friendship and wholesome recreation; that the moral code tolerated pitfalls for the young, such as indecent literature, gambling devices and saloons, and that educational institutions fell down when it came to instruction in the proper use of leisure.

The youth groups were not joking. There was trial by jury, and arguments presented for prosecution and defense. After forty minutes' deliberation the jury returned a verdict of "guilty" on almost all counts. The "court" placed society on probation for a year.

The crowds of citizens who followed the three-day schoolroom trial did not consider it a joke. They went right to work. Committees campaigned to clear society of the charges. They stuck on the job; found employment for many young people; cleaned up undesirable things. To such purpose that at a meeting the other day of the Council of Social Agencies the "judge" declared the defendant, Society, discharged.

This newspaper doesn't regard the trial or the probationary record jocularly. Mingled with its high appreciation of the practical manner in which these New Jersey citizens manfully tackled a problem everyone is talking about is the belief that many other communities will follow an excellent example. It likes to think they will do it before they are tried, found wanting, and put on parole.

Revolutionary Scenes

Book News of the Day

THIRTY years ago a writer, wishing to compile a Napoleonic bibliography, found that he had to select from 40,000 books. There must be 50,000 now. Multiply 50,000 by three, and you have probably something like the number of those dealing with the Revolution in which Napoleon was only the most conspicuous figure among many hundreds. And the flood shows no sign of abating.

The method employed by Mr. J. B. Morton in THE BASTILLE FALLS (London: Longmans. 12s. 6d.) is to choose a dozen of the most vivid scenes of that most vivid time, and, so to speak, throw them on the screen. I was not, at first, attracted by the design; for it involved the neglect of all discussion of the antecedents, the causes and the results of the great upheaval; and I did not see how, after Carlyle and Lamartine, we could heed another pictorial representation of the story.

* * *

But I confess that reading the book has changed my feeling. Take, for example, the title-piece, on the fall of the Bastille, on which Carlyle is most graphic—and also most inaccurate. Mr. Morton is, I do not hesitate to say, as graphic as Carlyle; and—having availed himself of the vast amount of research which has accumulated since Carlyle's time—he has given us as near an approach to the truth as we are likely ever to get. He makes it quite clear that the men who captured the Bastille did not know what they were doing, and that, so far from being a great symbolic act, the destruction was a mere fortuity, the result of an incalculable mob-frenzy.

Again, no one who has ever read Lamartine's romance, falsely called the "History" of the Girondists, can ever forget the picture there drawn of Charlotte Corday. Here, too, I think, Mr. Morton falls not a whit behind the poet in vigor and vitality; but he is certainly more exact. This picture is to my mind the best among many good ones.

* * *

I have only one doubt to hint. Mr. Morton seems to have a high opinion of the Girondists. To me they seem a futile set of theoreticians and talkers, eloquent when deeds were wanted, and, when driven to action, doing the wrong thing. Their refusal to work with Danton, their support of the war and their vote for the execution of the King were, in my opinion, justly punished. Against men who knew their own minds they were bound to fail. It was Charlotte Corday's great mistake that she idolized them, and thus helped to ruin them.

In any case, those who begin this book will finish it, and not a few of them will read it again.

E. E. KELLETT

How Far Can He Go With It?

The Bureau Declares a Dividend

THE secretary of the bureau laid down the letter for the third time. There were other letters, just as urgent, and more answerable.

"Just as urgent" . . . she repeated it aloud as if someone had expressed a doubt.

"What did you say?" Her assistant looked up from another stack of letters on another desk. She was smiling.

"I'm afraid I've found it—the morning challenge. I can't seem to get past this letter." Mail was always heavy at the bureau, but there was usually one letter which, more than all others, jumped its turn and insisted (sometimes rather by what it left out than by what it said) that the reply must be nothing short of immediate. The bureau concerned itself chiefly with the problems of adults seeking help and advice about how to spend their leisure time.

"Really? I thought I'd found it this time. Mine is a funny one. Shall I read it?"

"Please do." The secretary looked as if she would like to smile, too.

"It's signed 'Speed.' It says: 'Dear Miss, I gotta get an edyucation quick. My lady friend is smarter in books than I am. It makes me ashamed. But then I think you big sap why shouldn't you let her get ahead of you in one way anyhow. But then I say to myself she'll find you out and then what will happen when she meets one of those college grads. Trouble is I never have time. I work all day and spend my evenings with her. But I could study up on books while I ride the subways. Please help.'"

* * *

The assistant's keen young face was encircled in mirth. "I wonder how many subway trips he's willing to spend on the experiment."

"It's amazing the confidence they place in the bureau. I never have the heart to tell that type that we are only in the business of referring them to the nearest church, settlement or school." The secretary looked musingly out the window. But it was an agile sort of meditation, for presently her blue eyes were making huge leaps from one skyscraper to another, regardless of distances between.

"I think I know what we should do with *that* letter," she summarized. "What 'Speed' needs is a nice, frank, motherly sort of letter. He should be encouraged in his desire for knowledge but he should be impressed that it's worth giving up time for. You know, a friendly leading string to the nearest night school."

A second later, there were sounds from the assistant's typewriter.

The secretary picked up her paper cutter and opened three more letters.

Again, the letter of the challenge stirred in the secretary's fingers.

The author of the letter earned her way by sewing. She received $8 a week, and had managed to keep her girl in school. The work was steady. The woman was grateful for that. Both she and her daughter had enough to eat. But she had arrived at the time when she wanted something else so much that she couldn't put it aside. She wondered, perhaps, if she couldn't take up photography. She liked "nice scenes."

* * *

The secretary didn't feel like keeping it to herself any longer. As she finished reading it aloud, she noticed that her assistant was folding her recently typed letter into its envelope without comment on what she had been listening to. The assistant tossed the letter she had written into a wire basket and got up. It was only a step to the wardrobe closet.

"You're leaving for lunch early," the secretary reminded her.

"I'm not going to lunch," answered her assistant. She pulled a jocular little hat over quiet eyes. "I'm going out to get a camera." She swung quickly around again before leaving. "Oh, I may not have to buy it. I'll go to the camera shops first and tell that woman's story. Of course I know you don't want to set a precedent and photography isn't the cheapest hobby she might have picked. But you know how we finally found a loom for that woman who wanted to weave. And she never did know exactly how it came out. Not with you writing a letter saying, 'My dear Madame, we have just been able to make a contact, we are happy to say, which permits us, so on and so forth. . . .'"

The assistant was closing the door on her own smile. The secretary had only one faint regret. If she had acted more quickly she might have been the one to buy the woman a camera.

M. K.

North . . South . . East . . West

The Joy of Giving

By Frank L. Perrin

COMES now the announcement that a million dollars has been added, by the original donors, to what is known as the John Simon Guggenheim Memorial Foundation. There must be real joy and genuine satisfaction in such giving when it is assured that the objects and purposes are appreciated and that the funds provided are wisely and honestly administered. No one is so liberal that he will willingly permit his generosity to be abused. Few who are able to give, whether much or little, will withhold their mite or their bounty when convinced that the purpose which they aid is being even measurably realized.

Perhaps no one can even approximately estimate the accomplishment during the short years since the establishment of the Guggenheim Foundation. The first announcement of its existence came in 1925. The gift just added increases the total endowment to $6,000,000. From the fund previous to this addition $1,400,000 in grants to nearly 700 students of the arts and sciences has been distributed. The donors find that the administrators have faithfully adhered to the declared purposes of their trust. Briefly defined in the original charter, or grant, this is "the advancement and diffusion of knowledge and understanding and the appreciation of beauty by aiding without distinction on account of race, color or creed scholars, scientists and artists of either sex in the prosecution of their labors."

* * *

And now the hope is confidently expressed that this further liberal gift will enable the foundation in the future to accomplish greater good to greater numbers, and so realize in larger measure the objects of its creation.

Those who are able, because of longer years of observation and experience, to view retrospectively the history of human progress during a definitely formative period may, if they regard the scene without prejudice and without vain yielding to seasonal or temporary alarms, find reassurance and welcome promise in the realization that the fear once felt that the power of accumulated wealth would destroy our liberties and rob us of our opportunities has been, in the main, dissipated.

It may be somewhat too extravagant, even now, to attempt to lay down convincingly the fact, already established in the understanding of many, that wealth is without power, in and of itself, to operate either helpfully or harmfully. It can establish no social order, no political dynasty, no aristocracy. Behind it, and actuating it, is only the thought of those in whose hands it has been placed. Thus we are able to mark the trend and estimate the influences which wealth seems, of itself, to exert.

A half century ago, and even at a later period, as the people of the United States saw what were then estimated as vast fortunes accumulating, dire predictions of disaster were current. The less prosperous saw in Jay Cooke, the Goulds, the Harrimans, the Vanderbilts, incarnate threats to human liberty and national prosperity. But some inflexible rule or law other than of human devising seems constantly to have been operative. If danger from such sources ever existed it has quite definitely been destroyed. Wealth, collectively, is without power to perpetuate itself indefinitely. Likewise it cannot, beyond defined limits, nominate or elect its individual possessors. It becomes the servant, but never the master, of those who succeed as trustees and administrators.

* * *

The evidence is abundant and convincing. The Guggenheim gift is but one in scores of humanitarian and cultural foundations which wise, generous and far-seeing Americans have established. Not all of these institutions are the wards of wealthy founders. Everywhere there are schools and colleges and sanctuaries which have been established and are being maintained by those to whom giving is a joyous sacrifice. The benefactors are those who give gladly and who seek always for opportunities to give more often and the ability to give more generously.

It is thus in allowing free rein to the impulse to share, or to give, that narrow and selfish class distinctions are lost. Common ground is reached where benefactor and beneficiary meet. The imaginary dividing or separating line is lost. Destroy the impulse or deny the opportunity, and an opposing or contrary rule operates. Covetousness engenders, in the thoughts of the underprivileged or the oppressed, the desire for reprisal. History illuminates the dark picture which greed and man's inhumanity to man have so graphically drawn. But there is a reverse and brighter side to this picture. Gradually but grandly it is being revealed.

The Wide Horizon

Lesson on the Art of Living

[Excerpts from an address before the National Academy of Design in New York City]

By Hermann Hagedorn

I AM going to talk briefly of this world in which we live. It is a beautiful and terrifying world, an incredibly stupid, incredibly wonderful world, an incredibly various, incredibly changing world. The conflict of the artist with it goes back to the first cave man who looked in rapt absorption at the stars and was eaten by a bear in consequence. Every artist who has ever lived has played a part in that conflict. The highways of time are littered with the bodies of the defeated, and none of the victorious have been without their scars.

As the machine has taken possession of men, as men in masses have become an increasingly important factor in society and the state, the conflict between the effort to shape life in terms of material fact and to interpret life in terms of spiritual truth, has sharpened. We, here, have all cried out against the materialism of our country and our time. We have lamented the standardization, the spiritual poverty of 20,000 American communities, the crude externalism, the starved imaginations. . . .

When we consider what one war has done to set back the civilizing processes of human liberty in the world, can we question what would happen after another? When we consider what one period of financial depression has done to shake . . . individualism in this country, need we ask what another would do or what a Huey Long might make of it?

* * *

What does this prospect mean to you and me, as workers in the arts, as men and women who seek to do what Jonas Lie did for me, years ago, when he painted a scene of docks and black water, which I had believed was brutally ugly, and, through his vision, made me see it as full of magic and unexpected harmony; to us, who seek to push out for others as we may the horizons of their conceptions of the beautiful, what does this oncoming barbarism mean?

Let us be honest with ourselves. It means that we shall do what the knights of Europe did when that other barbarism beat against the gates of Vienna; it means that we, the artists, shall get out the rusty armor and buckle on the rusty sword; or it means that we shall go under. It means, paradoxically, that, if the dignity of the individual is to be preserved, if the individual is to continue to express himself freely through those forms which we associate with the word art, he must relate his individuality and his art to the society of which he is inevitably and forever a part. It means that he must meet spiritual needs. . . .

The crisis with which we are confronted is not political or economic. It is spiritual. And it is because it is spiritual that it holds for the artist a supreme menace and a supreme opportunity. The sources of the new barbarism that threatens us lie not in vague economic or political forces which we do not comprehend and cannot combat. They lie within the human heart itself. . . .

Human nature, we are told, does not change. Human nature doesn't, but human beings do. . . . A part of man's changeless nature is his craving for and his response to spiritual challenge. . . . Men hunger to lose themselves in a purpose beyond personal gratification. It is the tragedy of our times that we have been able to rouse them to nothing higher than war and the goose-step of the autocrats.

* * *

There is a cause awaiting its defenders. We have been absorbed in America in meeting men's primary physical needs. It is essential that those needs be met, and free men have always met them more generously than despots. But we are faced today with the fundamental issue of life—which is not food, which is not clothing or shelter. . . . As never before, we are called upon to fight for the freedom of the human spirit.

This is not tall talk. This is not "idealism." This is hard and sober fact which every morning's newspaper confirms. We can ignore this fact, but we cannot erase it; and we can evade it only at the peril of losing all that makes life important to intelligent human beings.

Who will lead the battle for those who believe that life is meaningless without freedom, who believe that we had better be dead than be regimented? Not the politicians, for many are likely to be on the other side; not the educators, for they appeal to the intellect only, and the forces with which we are dealing lie deeper; not to the clergy, for most of them are trapped in their dogmas. In this struggle for the integrity of the human spirit, for the maintenance of spiritual values in the face of the colossal onslaught of the apostles of materialism and hate and force, is it not the creative imagination which must provide the leadership? To warm the heart, to kindle the mind, to set fires burning in men and women, to awake high longings, to unroll the vision of a world in which the human creature may face himself in self-respect and worship his God without a despot's permission—has that not always been the function of the creative mind? Is that not today . . . its function? Not merely to make people think, not only to make them feel, but, through the dazzling illumination that is art, to make them see.

Special Section

THE CHRISTIAN SCIENCE MONITOR

The Queen Mary

BOSTON, TUESDAY, MAY 12, 1936

The Queen Mary ~ Her Majesty of the Seas

Cunard White Star Superliner in Contrast With Packet Ship and the Gallia, "Parent" of the Modern Liner

Symbolizes Progress in Seafaring Art

NORTH Atlantic travel is recording another achievement. The trend toward mammoth liners is definitely in the ascendancy. Small and medium-sized ships will still be built for passenger service on the ocean highways, for they find favor among the unhurried class, but the argument that there will be a reversion to the smaller vessel can no longer be regarded as tenable.

The age of increased speed is here. Ships which will cross the Atlantic in about four days are demanded.

To this goal the builders of the Queen Mary set themselves. Once begun, the order was given: "Full speed ahead!"

Work Resumed in 1934

Work went merrily along for about a year. Then, in the last month of 1931, when the diminishing returns of ocean traffic caused even the most prosperous of companies to retrench, operations on the superliner had to be summarily abandoned.

Not until the spring of 1934 was work resumed and the plight of the Clydeside relieved. Suddenly the mists of depression rolled away and the sunshine of better days lit up the faces of men who had been idle for more than two years.

Complete, the Queen Mary now takes her place in the line. Her mettle has been tested. She has gone through her trials with flying colors. How she will acquit herself in the gales which sweep the Atlantic has yet to be known.

Weight Minimizes Vibration

Designed for a weekly service between Southampton-Cherbourg and New York at all seasons of the year, she carries stupendous power in her propelling plant, while the distribution of enormous weight below the water line is calculated to eliminate vibration under the most trying conditions.

She springs from a nation of seafarers, a nation which, with a single ship, the Mauretania, held the blue ribbon of the Atlantic for an unbroken period of 22 years. That "pennant" has changed hands since then. It has gone to Germany, to Italy, and more recently to France.

The sportsmanship of Great Britain has once again made the country expectant. Yet the Queen Mary has a more serious objective. She stands as a symbol of British engineering genius. Upon her achievements great things depend. The shipyards look to her to carry on the tradition of a great past.

Symbol of Self-Confidence

Above all, the Queen Mary represents a pulsating factor in the workaday life of the people, a symbol of self-confidence in a nation. She gave the signal, and industry followed in her wake. From the once deserted shipyards of the Clyde, the resounding rat-tat-tat of the riveting machine echoed far on the shores of the Tyne and the Tees. Men regained their self-respect.

Tens of thousands of idle hands donned their dungarees, the insignia of the craft, and a new chapter was opened in the epic tale of human endeavor. Iron and coal mines revived, if only to a limited extent. The wheels of factories turned. Steam and smoke from a hundred plants belched forth in a happy augury.

Atmosphere of Good Will

It took but one outstanding event to show that grim times were passing.

Primarily because of the significance underlying the construction of this new queen of the ocean, the press and people of the world are avid for news of her performance at sea. She is about to embark on her maiden voyage. No similar journey in the annals of British shipping has awakened such interest as she has aroused.

In the atmosphere of unity and good will, in which every vessel that lessens the gap between far-flung lands necessarily goes forward, peoples of the earth join in a friendly salute to the stately and stanch Queen Mary.

Climaxing an Era

Those everywhere who thrill to the thought of pioneer ships going down to the sea, look back beyond these towering steel walls to the low wooden hulls of other days on the North Atlantic. Like ghosts of an honored but primitive past, sails of the packet ships float in memory across her bows.

Paddle-wheel steamers, sails set to augment their churning, pitching pace through seas that toyed with them, made possible the quadruple-screwed dominion of the Queen Mary.

The Gallia, "parent" of the modern liner, looks like a tug as she in fancy convoys the latest of a distinguished fleet on maiden voyage.

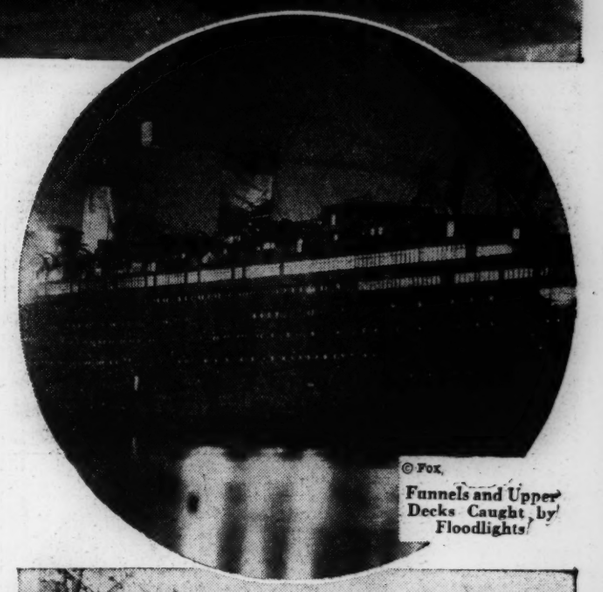
The Queen Mary climaxes an era in ocean transport.

Wide World

The Hull Is Framed

Central Press Photos

After Plates Were Riveted

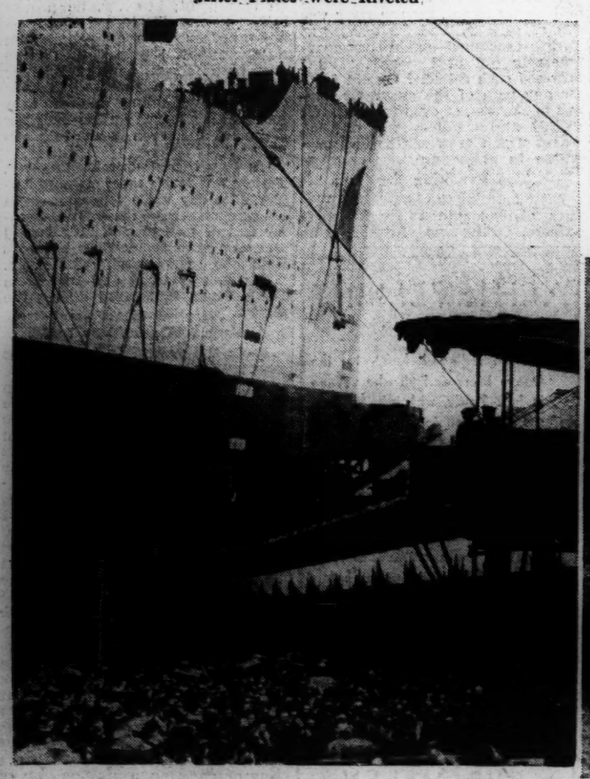


© Fox

Funnels and Upper Decks Caught by Floodlights

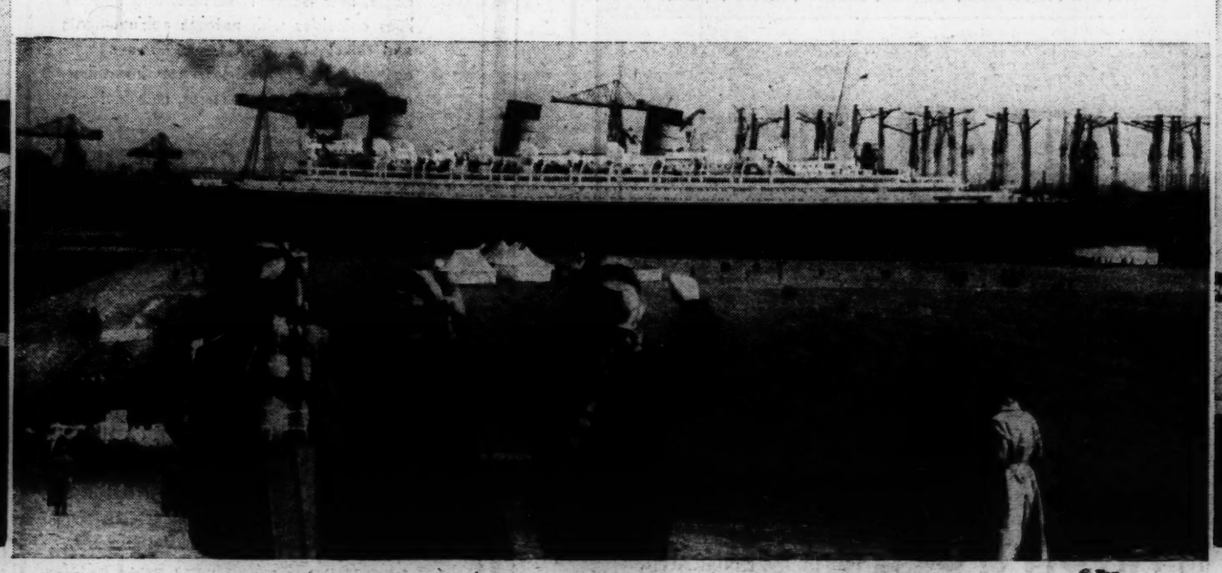
Topical Press

Fitting Up the Long Decks



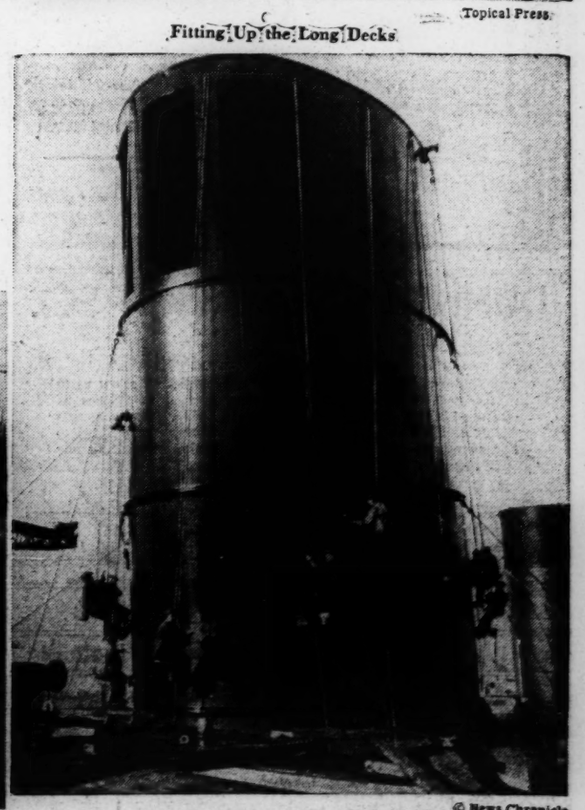
Underwood & Underwood News Photos

At Launching Sept. 26, 1934. Crowd Cheers King and Queen



© Fox

Young Scotland Salutes Britain's Newest Challenger for Atlantic Blue Ribbon



© News Chronicle

Painting the Funnels Kept a Big Crew Busy

Rare Opportunities of Travel Are Offered at Lowest Costs Due to Unusual Combination of Trade Factors

By a Staff Correspondent of The Christian Science Monitor

LONDON—A concurrence of unprecedented circumstances has arisen, affording opportunity to thousands of men, women and children today to enjoy the enlightening spaciousness of world travel under better conditions than have ever before been available, and at cost little or no greater than that of holidays at home.

A wide trade slump has thrown on the market a number of ocean-going steamers with all their marvels of equipment, their airy and well-furnished cabins, their luxurious saloons, and promenade decks, their excellent food and attentive service.

At the same time a wave of nationalistic self-sufficiency, affecting some of the chief maritime states, has caused the building of new liners far in excess of any real demand for them. Competition for passengers has thus become such that new attractions are being offered of every kind.

The public has not been slow to respond. There is an exhilarating feeling of adventure in going aboard a big liner, of faring forth, like pioneers of old, into the unknown. There is satisfaction, too, in finding one's cabin, unpacking one's belongings, and realizing that one has an individual place in a friendly community prepared to do everything possbile to make one's experience pleasant.

Feeling of Freedom

To see the strip of water widen between the vessel's side and the shore, the hauling in of ropes and the cheerful routine of life aboard ship establishing itself, is to take on a sensation of freedom rarely attainable amid the responsibilities that surround one when ashore.

The sailor's expression, "a happy ship," applies especially to these voyages. For an assured period, longer or shorter as one may oneself elect, there is no need to plan and arrange.

One has become a member of an association of one's fellows, relieved of the preoccupation of work, prepared to make new friendships and to take pleasure in the restful and bracing atmosphere of the sea. Simple games and kindly people delighted to share in them are available for the energetic. Undisturbed seclusion is at the disposal of those who would meditate, read or rest.

Opportunity for Exploration

Out of sight of land, the realization of unity strengthens. Boat parade, where passengers learn how to take an allotted place with order, regularity and good will, should need for doing so arise, brings new human contacts which often ripen into closer associations.

Arrival at a port of call, the novelty of the scene and the making of acquaintance with foreign folk and their unaccustomed ways is an adventure in itself. Expeditions on shore afford further change, while returning to the ship is like coming back to what has become for the time being one's home.

The exploration of beautiful, quaint and historic localities, the ability to select the climatic conditions of one's choice, whether of the summer sunshine and balmy atmosphere of the south, or of the stronger air and more virile surroundings of the arctic zone, add to the attractiveness of the adventure.

Wide Choice of Trips

The whole world lies at one's door to explore, yet statistics show that travel on these cruises is at least as safe as dwelling in the unromantic surroundings of a London street.

The popularity of holidays spent at sea thus becomes such that practically all the leading shipping companies now find it worth while to tell off some of their most up-to-date vessels for the purpose.

Sailings from Britain are of almost daily occurrence. The programs for the present summer are more varied and extensive than ever before. In July an increasing number of the steamers are to head northward. The midnight sun, the Norwegian fjords, the homes of the Vikings and the Norsemen of old, the Baltic, Iceland and Spitzbergen, determine some of the courses to be steered.

Long Voyages Popular

Later in the season, the Mediterranean, the Adriatic, and the historical romance associated with Venice and Constantinople and with the waters where Aeneas and Ulysses sailed, where Cleopatra and Anthony met and where Nelson fought, are some of the magnets that attract.

There is also growing demand for much longer voyages. Ocean liners which once were packed with emigrants are thus now filled with tourists not only on the more frequented routes of travel across the Atlantic and the Pacific, but also in circumnavigating Africa, in rounding Cape Horn and in exploring the furthest limits of the antipodes, the Far East and the seas where Ali Baba and Sinbad the Sailor were once upon a time at home.

Viewers of Liner Give Fund For Play Fields

By a Staff Correspondent of The Christian Science Monitor

LONDON—On March 31 the Queen Mary gave a helping hand to Britain's Playing Fields Association, an organization aiming at giving the chance of outdoor sport to thousands of children of lowly homes.

There was no special effort by the owners of the vessel, or by the crew or by those attached in some way to the ship. For the liner helped the association by merely being in Southampton.

Collection Taken

For many hundreds of Londoners entrained that day to have a view of the Queen Mary as she lay in the graving dock at Southampton, being prepared for her voyages on the ocean. And that day the association held "Playing Fields Day" when collections are made to help buy land for the recreation spots.

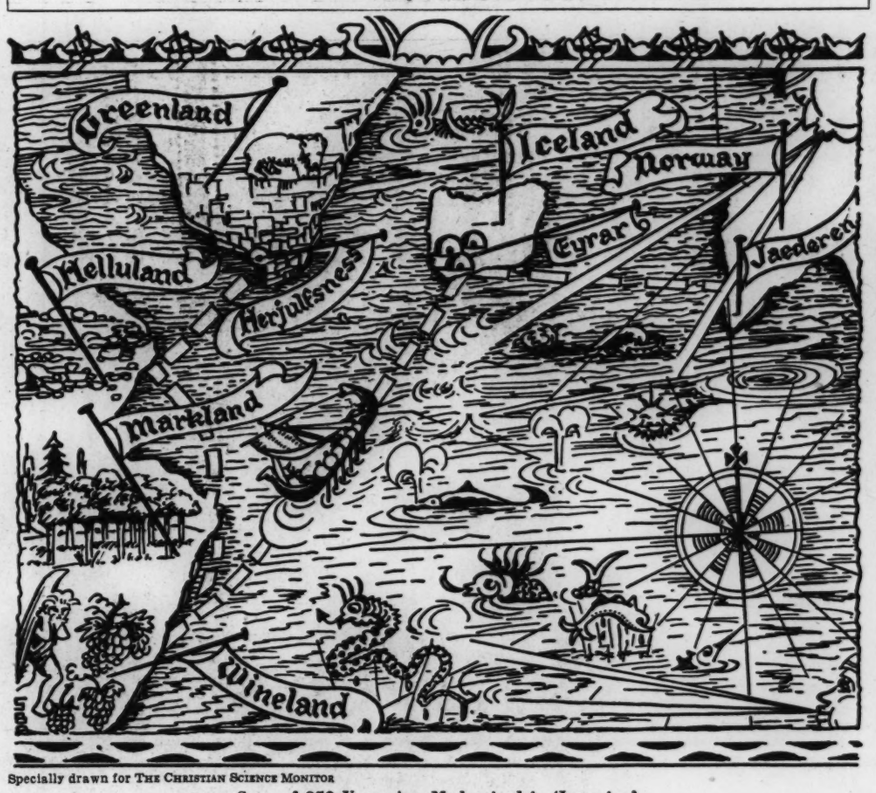
It is hoped that the collection was given a fillip by the station crowds and the Londoners will find, when the books are audited, that they have done exceptionally well in aiding this society.

Helped by Jubilee Trust

King George's Jubilee Trust Fund has also come to the aid of the Playing Fields Association, a grant of £7000 being allocated to enable the organization's 1935 program to be carried out.

Manchester has recently received a playing field, five acres in extent, in the Clayton district. Ormskirk, Lancashire, has received an acre tract for children, equipped with swings and roundabouts.

Sailing the Seas in the Time of Eric the Red



Specially drawn for THE CHRISTIAN SCIENCE MONITOR

Saga of 950 Years Ago Modernized in 'Interview'

Bjarni, the Merchant, So the Saga Says, Sighted the American Continent in the Tenth Century, Sailing From Jaederen in Norway to Iceland. He Was Driven Off His Course by a Storm on His Way to Greenland. The White Pennants Mark His Journey, Part of Which Was Afterward Resailed in the Reverse Direction by Leif Ericson, Who Wintered in Wineland Which Some Say May Have Been Barnstable, Mass., and Others Martha's Vineyard

Tales of Rich New Worlds Told by Pioneer Voyager

The Icelandic sagas say that exactly 950 years before the Queen Mary is to make her maiden trip across the Atlantic, Bjarni, the merchant, sighted the coast of Massachusetts when journeying from Norway to visit his grandfather, Herjulf, at Herjulfsness, in Greenland.

A new version of this adventure, and how it inspired the voyage of Leif Ericson five years later, is given below in the form of an interview with Tyrker—the southerner—who sailed with Leif Ericson. While THE CHRISTIAN SCIENCE MONITOR *does not accept any responsibility for the Tyrker interview, it is a fact that the details of the story as now published correspond closely with those in the Icelandic Flatey Book, Hauk's Book and the Saga of Eric the Red.*

Written for The Christian Science Monitor

JAEDEREN (Norway)—On board a battered Icelandic "reindeer of the breezes" which put into port here today has come a stranger named Tyrker who tells a stirring tale of rich new worlds beyond the Norse colony of Greenland discovered by one of our own citizens, Bjarni the merchant, who has long been given up as lost at sea by his friends at home.

If Tyrker's statements turn out to be correct the future of that far western outpost of Viking civilization is likely to be revolutionized and the whole history of this old Continent of Europe will be materially affected.

Tyrker when interviewed by our representative this morning told how the Greenlanders have already made an attempt to colonize the new lands. He is an eager little man who speaks our Norse tongue but poorly, being as some say a German and others an Englishman. His face is small and his eyes have a curious trick of rolling, caught seemingly from the gait of his seafaring legs.

But a handier man at his work was never seen, the captain declares.

With Eric the Red

Tyrker went to Iceland as bodyservant to Eric the Red, a Viking Jarl from this district who emigrated some 20 years ago after a brawl which brought upon him rather embarrassing attentions from the authorities. Expelled for similar reasons from Iceland, Eric went on to Greenland in 982 accompanied by his son young Leif Ericson to whom Tyrker is foster-father.

One day about four years later, Tyrker says, he was out on the cliffs watching for seal when he suddenly saw a solitary sail. "Dragon ships are rare enough out Greenland way," he went on, "and I made ready to run down and greet her! But then I saw she came from the southwest instead of the east, so I lay hid until I could know more of her intentions."

Saw Peace Signal

Soon the "horse of gull's track" dropped anchor, Tyrker went on, and a pinnace put out from her. "Did I strain my eyes to see whether they bore red shields or white?" he asked dramatically. "And when I saw the white and knew it was peace, did I run down to the shore to meet them?"

On the boat Tyrker found Bjarni, seeking his grandfather Herjulf lately settled in Greenland. Bjarni told how after raising anchor from Eyrar in Iceland, he was driven far out of his course by a northeaster which raged many days until it left him becalmed in a fog.

"And when the fog lifted," Tyrker said, "believe it or not, but there, right under their lee was land—a lovely land, not like our crags in Greenland but covered with scented forests and sweetly sloping hills."

Entry of Leif Ericson

Bjarni sailed northwestward for two days and saw land again, Tyrker went on. This time it was flat, but still wooded. Three days later, yet more land—bare and unprofitable this time, but yet unlike what Bjarni had heard tell of Greenland. At last, after another four days' sailing before a southwest breeze, he made the coast of Greenland—not two hours' sail from Herjulfsness where is the new home of Herjulf, Bjarni's grandfather.

Bjarni's story, and especially his mention of trees, so fired the imagination of young Leif Ericson, Tyrker said, that he decided to follow southwestward along the route Bjarni had taken. There are no trees in Greenland, Tyrker explained, and the settlers are hard put to it in the matter of shelter, so that Leif's enthusiasm is easy to understand.

"I begged leave to go with young Leif," Tyrker went on, "for had I not a double right, seeing that Leif is my foster son and I had been the first Greenlander to hear of the new discovery?"

At this point Tyrker was silent a moment. Then he suddenly exclaimed, "Did we find a great deal more than trees? I do assure you we did." In his excitement he spoke first in his own tongue and he had to be asked to translate.

Leif bought a ship from Bjarni, engaged a crew of 35 men and taking Tyrker with him set sail for the New World in the summer of 1001. It was nearly a whole year before he returned to Greenland, for he wintered in this soft southern land. "Not that it was really wintering," added Tyrker enthusiastically. "For was there any frost? And did the grass wither? Why, it seemed to us our cattle could spend the winter out of doors at pasture instead of needing stored-up fodder as they do in Greenland and even here in your Norway."

Huge, Inhospitable Glaciers

The first land Leif and his little band came to, Tyrker went on, had a background of huge, inhospitable glaciers. Leif, however, insisted on landing—unlike Bjarni who sailed past without stopping. But he found no grass, nor indeed anything except bleak flat rocks from which Leif gave the country its name — Helluland, the land of flat stone.

"From Helluland," said Tyrker, we sailed southward till we came to the second land. It was low-lying and well-wooded and wherever we went were wide stretches of white sand which we called Furdustrands —the Wonder Beaches. This land, Leif named Markland because of its many woods. But we did not stay there long, because Leif was eager to sail still further southward. Which we did for two days in the open sea before a northeast wind till we reached an island.

"Here we all went ashore," Tyrker continued. "There was much dew on the grass so that we bathed our hands in it and when we carried it to our mouths, didn't we find it more sweet than anything we had ever tasted? Yes, assuredly, a good land—a very good land," declared Tyrker with that upward roll of his eyes which punctuates all his more enthusiastic statements.

Built Rough Shelters

Going back to their ship, they sailed on toward the mainland. Soon they came to the mouth of a river and a little way up the river they found a lake. Here they decided to cast anchor.

"We carried our great leather kitbags ashore," Tyrker went on, "and built ourselves rough shelters. But soon Leif decided we should pass the winter there, so we cut down trees and built ourselves houses. We had plenty to eat, for the river was full of salmon. And such salmon," Tyrker exclaimed—again that characteristic roll of his eyes. "Did I ever see such salmon? Or did Leif? Or any man of the crew? Or anyone in Norway, or even in the whole world? And bread — why we had wheat which grew self-sown everywhere in abundance."

Two Exploring Parties

After building the houses, the Vikings divided into two parties, to explore, going no further than would enable them to come home by the evening. Apparently the place was uninhabited, although Tyrker agreed that there must have been people in the neighborhood. Pressed on this point, however, he proved rather evasive. He hinted that he—and apparently he only—had seen a "supernatural being" with large eyes, broad cheeks and tangled hair falling over his forehead. Tyrker called him "skraeling" and said that he carried a canoe on his back for a house and even went to sleep under it.

On another subject, however, Tyrker was much more communicative. One day while separated from his companions he discovered a valley full of wild grapes. "We loaded our ship with them when we went back to Greenland," he said. "Grapes, and wood and furs from the animals we snared during the winter."

Named Wineland by Leif

From the grapes, Leif named the new land, calling it "Wineland."

In the spring, the expedition sailed back to Greenland whence Tyrker took ship to Iceland and so came here to Jaederen. He would not say why he had come. But this morning he asked the way to the home of Thorfin Karlsefni, the well-known merchant prince, so there is little doubt what is the real object of his visit. Moreover, he muttered something unintelligible about "red cloth." We hazard a guess that he hopes to trade this to the allegedly "supernatural" beings he called "skraelings" for the produce of the country.

There, for the moment, the matter rests. But the lands which have been sighted seem both extensive and rich in natural resources. If so, no doubt the winds which blew Bjarni out of his course six years ago will soon be carrying across the great ocean as successors to Bjarni's tiny dragon-ship, a growing fleet of stately "ravens," carrying costly freight and settlers to redress the uneven balances of the Old World and the New.

Huge Linen Supply Made Necessary By Brief Halts

By a Staff Correspondent of The Christian Science Monitor

SOUTHAMPTON, Eng. — The mills of Lancashire, Yorkshire and Northern Ireland pride themselves upon their share in the work of producing the cotton, woolen and linen stocks of the Queen Mary. The total value of the order was about £45,000.

Some 500,000 articles, ranging from dusters to towels—there are more than 200,000 of these—and from oven cloths to bed coverlets and counterpanes, were necessitated owing to the shortness of the superliner's stay in port between voyages, both at Southampton and New York.

To ensure that fresh supplies will always be available triplicate stocks of linen had to be made. One stock is carried on board the Queen Mary, and the other two are to be retained at Southampton and New York for immediate transfer to the ship on her arrival.

The Laundry Lists

Outstanding figures in the list of 41 items include:—

Pillow Slips	31,000
Sheets	30,000
Table Cloths	21,000
Serviettes	92,000
Towels	210,000
Blankets	5,600
Bed Coverlets and Counterpanes	8,500
Pantry Cloths	12,500
Waiter Cloths	12,000
Oven Cloths	3,100
Dusters	3,000
Linen Bags	2,200

Blankets of Fine Merino

Belfast was solely responsible for the supply of all the linen goods, Manchester and district for the cotton goods, and Yorkshire for the blankets and traveling rugs.

The cabin blankets are snow-white and made from fine Australian merino wool, as are the fawn coverlets for the same class. The traveling rugs are woven in brilliant blue and scarlet colors and have been specially chosen for the comfort and warmth which their soft close texture imparts.

King George Fund Assists Charities Of Marine Type

By a Staff Correspondent of The Christian Science Monitor

LONDON—Marine charities here, helping destitute sailors, training ships, missions, hostels and institutions, are thanking a man whose name they do not know.

This man heard that King George's Fund for Sailors, which has for 19 years aided sailors' charities of all types through its funds, could only distribute in 1935 a sum £3000 less than in 1934, owing to a decrease in special bequests and donations during the year.

The anonymous sailors' friend offered to make good any deficiency in the general fund to bring it up to its previous level.

Sent Check for £2695

Another special subscription was immediately started so that the unknown benefactor might not be called upon to pay too large a sum. When the accounts were finally made up it was seen that he would be asked for the maximum amount of his offer, less £305.

A check for £2695 was received from him by the fund a few days later.

Among the institutions receiving grants during 1935 were those for the sea-training of boys. The council of the fund has from time to time drawn attention to the lack of co-operation between these institutions, even in the same ports.

Fund Record in 1920

Last year the question of co-operation was again taken up with two organizations in a provincial port and the fund reports that it is "hopeful that something really effective will result in the near future."

The total amount paid out in grants by the King George's Fund for Sailors during 1935 was £51,655.

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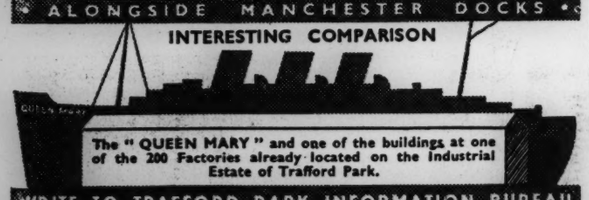
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Sumptuousness of Ocean Trips Transforms Services Of Famous Ship Lines

By a Staff Correspondent of The Christian Science Monitor

LIVERPOOL, Eng.—Ocean travel has changed radically in the years intervening since the companies which comprise the Cunard White Star merger began services across the Atlantic. Cramped quarters have given way to sumptuous suites. The 18-day journey has been cut to four and a fraction.

Every device has been installed which makes for the comfort and convenience of the passenger. Above all, the inventive genius of engineer and designer has subdued the might of the ocean, and the day of the great liner has dawned.

Ninety-six years ago the Britannia, a wooden paddle steamer 207 feet in length and 1154 gross tons, started the first regular mail steamship service for the Cunard Company.

A Comment by Dickens

It was a memorable voyage in the annals of shipping. Yet that voyage was almost equaled in interest 18 months later when an author, whose name had become a household word, made a trip on that same ship and was identified by a note attached to a quilt in his stateroom: "Charles Dickens, Esquire, and Lady."

That the famous author did not find the accommodation altogether to his liking is apparent from his remark that after deducting the two berths, one above the other, his stateroom was no bigger "than one of those Hackney cabriolets which had the door behind, and shot their fares out, like sacks of coal upon the pavement." He dwells upon "the outrageous antics performed by that ship" and gives an amusing description of his eventful journey.

From then on a steady stream of masters in literature, art, music and the drama was to flow in one direction and the other, for the steamship company had embarked upon a policy of increasing refinement which would make travel at sea attractive to persons in all parts of the world.

Series of Record Breakers

In 1856 the first iron Cunard liner, the Persia, entered the service. This was followed by the Scotia, 3871 tons (1862), then the largest steamer in the world. In succession came the Gallia, 4800 tons (1879), the Servia, 7392 tons (1881), the first steel Cunard liner, and the Aurania (1883), the first liner to be fitted with suites of rooms.

In 1884 the Umbria and Etruria were launched. They were sister ships of over 8000 tons and met with instantaneous success. Both these vessels broke the existing speed records. A decade later the Campania and Lucania eclipsed the achievements of the earlier sister ships, by attaining a speed of 22 knots.

The Lucania, incidentally, was the first Atlantic liner to be permanently equipped with a wireless system. Meanwhile the fortnightly Cunard service to Boston had been maintained by five ships.

Turbine Power Installed

In 1905 a further development in the company's North Atlantic service was marked by the commissioning of the 20,000-ton liners Caronia and Carmania, the latter being the first Atlantic liner to be fitted with turbines. In 1907 came the Lusitania (30,396 tons), to be followed a few months later by the Mauretania (30,704 tons). The Lusitania was lost during the World War. The Mauretania held the blue ribbon of the Atlantic until August, 1929, a period of more than 22 years.

Just before the World War started in Europe the Aquitania (46,000 tons) took her place in the company's service. She had scarcely begun the job for which she was designed when she was required for the national emergency, in which she acquitted herself with distinction.

Large Ships Built Rapidly

As soon as the war was over no fewer than 13 new vessels, amounting to a gross tonnage of 214,000, were ordered while the opportunity was taken to convert all vessels already in service, from coal to oil burning.

The company also acquired the Berengaria (52,000 tons) and placed it in the Southampton-Cherbourg and New York service. In 1921 the 20,000-ton liner Scythia and four other 600-feet, 20,000-ton liners were delivered in rapid succession.

With these ships developed the cabin class of travel and in 1924 the tourist class was inaugurated.

In July, 1934, came the merger of the Cunard and White Star lines and the present North Atlantic fleet of the Cunard Steamship Company was transferred to the merger, The Cunard White Star Limited.

Line Founded in 1869

The White Star Line was founded in 1869 by Thomas Henry Ismay. At that time there were five or six steamship companies engaged in the Liverpool-New York passenger trade. But Mr. Ismay felt there was room for another. So the new concern was launched. Mr. Ismay bought the White Star house flag from a Liverpool firm of sail shipowners, and the first steamer to fly the pennant was the Oceanic, a single screw steamer of 3807 tons.

The Oceanic was followed by a number of steamers of increasing tonnage and the White Star fleet quickly gained a firm hold in the North Atlantic trade. In 1874-1875 the Britannic and Germanic were introduced into the service. Both steamers exceeded 5000 tons gross register. They cut the Liverpool-New York passage to 7½ days.

Atlantic Record Lowered

With the advent of the Teutonic and Majestic, each of 10,000 tons, in 1889 and 1890, the White Star again lowered the Atlantic record, the former with a passage from Queenstown to New York in 5 days 16 hours 31 minutes. Following these came the second Oceanic, a steamer of 17,000 tons and 21 knots.

Soon afterward the managers of the White Star Line embarked on a policy of introducing large tonnage and moderate speed instead of concentrating on speed as the first objective. In succession from 1901 to 1907 came the Celtic, Cedric, Baltic and Adriatic, ranging from 21,000 to 25,000 tons gross register.

The increasing requirements of modern ocean travel called for further efforts and the triple screw Olympic (46,439 tons) sailed for the first time from Southampton to New York early in 1911. She exceeded by 50 per cent the tonnage of her largest predecessor. One of the losses suffered by the line in 1914-1918 was the second Britannic (48,000 tons) ordered once the Olympic had proved its mettle in the service.

Restored Depleted Tonnage

With the cessation of hostilities the White Star Line made good its depleted tonnage caused by the war by putting into commission the Majestic (56,621 tons), the Homeric (34,351 tons) and other liners, including the Doric, Pittsburgh and Laurentic.

With a fleet of 15 ships aggregating some 370,000 tons, including the Britannic, the first White Star passenger motor vessel, and her sister ship the Georgic (27,500 tons), the White Star reached the high point in its 64 years of successful service.

The launching of the 534, by which the Queen Mary was known before her baptismal ceremony, served to mark in a notable way the year in which the two great transatlantic steamship companies merged.

Graphic Photo Union

Vistas of Far Distances on the Queen Mary—Main Hall and Restaurant, With Corridors in the Background

Ship's Decorations Give Atmosphere Of Restfulness

Special to The Christian Science Monitor

SOUTHAMPTON, Eng.—Expert designers and ship decorators have achieved new triumphs in the public rooms and staterooms of the Queen Mary. Elegance and architectural lightness mark the design of all the rooms in the ship. The decorative themes are modern, without being ultra-modern.

Period styles have been discarded and the rooms, while satisfying to the most cosmopolitan conception of culture and good taste, convey at the same time an atmosphere of restfulness and comfort. In this the designers and decorators have been assisted by a group of nearly 30 artists.

Gold Finish on Metal Work

Golden autumn tints predominate in the main lounge on the promenade deck. These are produced with the aid of maple burr decorations. The general distinction is enhanced by the use of rich gold finish to all the metal work, and the large mantelpieces over the electric fires are carried out in gold and onyx. There is a sweep of 32 windows looking out on the promenade deck, each 13 ft. in height and 2 ft. 6 in. in width.

The walls of the main hall on the promenade deck are treated in a fine figured chestnut coursed with plain chestnut bands. The floors are covered with ruboleum to tone with the general scheme. Looking toward the main staircase at the head of the first landing is a marble plaque of Her Majesty Queen Mary, set in a panel of special walnut burr, carried out by Lady Hilton Young.

Ships Through the Ages

At either end of the restaurant on "C" deck—one of the largest rooms of its kind ever built in a ship—are four private dining saloons, decorated by well-known artists, including Dame Laura Knight.

The striking feature of the scheme is a decorative map, 24 ft. by 15 ft. by MacDonald Gill, showing the course taken by the vessel between England and New York, complete with moving model of the Queen Mary. There are some beautiful applied carvings of wood, featuring ships through the ages, by Bainbridge Copnell.

Many Varieties of Woods

Nearly 50 varieties of wood from the world's forests have been utilized in the decoration schemes of suites and staterooms.

With modern ply-wood methods some beautiful effects have been produced.

Two Acres Equipped for Sports On Queen Mary's Decks

Special to The Christian Science Monitor

LONDON—Unprecedented sea-going sports facilities are standard fittings of the Queen Mary.

Once upon a time, a long journey by steamer must have been rather unsatisfying for travelers athletically inclined. They could walk round the small deck and play a few games and that was about all. But as deck space increased, so the sports program expanded, until deck tennis courts, swimming pools and shuffleboard pitches became a matter of course on every "self-respecting" vessel.

Suited to Every Taste

Two acres of the Queen Mary are devoted to exercise in one form or another. You can dash up on deck before breakfast and run so far that you may be late at table through losing your way home; and later you can walk sedately in the sunshine along one stretch of promenade deck which is longer than the façade of Buckingham Palace.

After breakfast you can bend and stretch and leap and run on one of the many deck tennis courts, thereby getting into just the right condition to obtain the maximum enjoyment from one of the two swimming pools. Those baths would have delighted a Roman Emperor.

Games of Varying Speed

An hour or two in the gymnasium during the afternoon may suit your taste; and what could be better in the early evening than a game of squash rackets in the court provided for the purpose?

Perhaps, on reflection, one makes the day a little too strenuous. Yes, we had better put off one or two of these activities until the morrow and substitute a round or two of putting golf on the miniature course or a session at one of the more gentle deck games, such as bull-board, deck quoits and shuffleboard.

Ancestor of Table Tennis

Numerous readers must have played shuffleboard while crossing the Atlantic, but one doubts whether many of them realize that it is the survival of a game that in the sixteenth and seventeenth centuries occupied in the stately homes of Britain much the same position that table tennis does today. It was, indeed, played upon a table, sometimes as much as 40 feet long, known as a shovel-board. A very fine piece of furniture it was too, as a rule, made of oak and carpentered with scrupulous care.

Some boards had surfaces made of as many as 250 separate sections, each about 18 inches long, glued together with such nicety that the metal discs used could slide along the polished top as though on ice.

A Question of Choice

The hall mark of the proficient player was the ability to make the disc hang actually over the far edge of the table without toppling into a basket placed underneath to catch it if it fell.

Apart from those already mentioned, the chief diversions on the Queen Mary are table tennis, card-playing and dancing.

So the problem on board the giant liner is, after all, "What ever shall we do next?" Not because boredom raises the question (as so often it has done in the past) but because there are so many attractive things, of varying strenuousness, to do.

'March of Camera Men'

Special to The Christian Science Monitor

CLYDEBANK, Scot. — So many photographers appeared for the first short voyage of the Queen Mary that the suggestion was made that the famed old Scottish air "The March of the Cameron Men" be revived as "The March of the Camera Men."

Smuts Urges Youth to Save Nature

Special to The Christian Science Monitor

CAPE TOWN—An appeal to young South Africans to love their country by appreciating the beauty it offers was made by Gen. Jan Christian Smuts in an address to Cape Town school children.

"There is a great deal of what is called patriotism in South Africa today," he said. "By patriotism in that sense I mean the love of people, tradition and history, which is very highly developed in this country. But . . . I want to speak to you of the patriotism which lies in the appreciation of the beautiful things which our country offers.

"You cannot call yourself patriots if you destroy your country's beauty. . . .

"If the children of today see and appreciate the natural beauty around them and allow it to sink into their own selves I can foresee the development of a wonderful generation in the future."

General Smuts said that he did not know of any factor which was more important in the upbringing of the rising generation than the appreciation of beauty.

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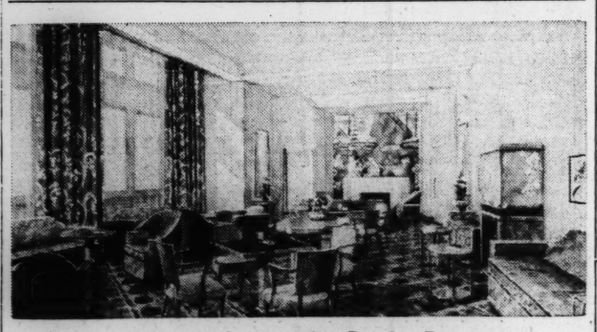

A View in the First Class Drawing Room of the Q. S. T. S. Queen Mary

Hamptons were entrusted with the contracts for the Decoration, the Curtains and some of the Furniture and Carpets of the First-class Drawing Room, the Ball Room, the Lecture Room and eight of the de Luxe Suites of State Rooms of the Q. S. T. S. QUEEN MARY.

All this work was carried out by them under the direction of the joint Architects: Messrs. Arthur J. Davis, A.R.A., F.R.I.B.A., and Benjamin W. Morris, F.A.I.A.

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Captain in Command of the Queen Mary Has Had Notable Record on The Bridge of Famous Liners

By a Staff Correspondent of The Christian Science Monitor

LONDON—Choice of captain for the Queen Mary has run true to story-book tradition, for Sir Edgar Britten both ran away to sea and sailed before the mast.

As a Yorkshire lad Sir Edgar was sent from school into business in the Midlands. But he ran away to become an apprentice in the barque Jessie Osborne, trading between Liverpool and America. He served under sail for 10 years before joining the Cunard Company of whose fleet he became commodore last year.

Plenty of Romance Left

There are very few seamen today who have a master's certificate, both for sail and steam, like Sir Edgar. So he serves as a link with the "more romantic days of shipping."

But were they more romantic? Some people deny that romance has left the seas with the billowing sails. Moreover, they find plenty to thrill them in the immensity and amazing mechanisms of the great floating city which is the modern liner.

There is the wonder of the finger-tip control from the bridge of the whole vessel. There are the countless instruments which can feel the liner's way through harbors and along dockside. There is almost inconceivable organization.

Color in Old Three-Masters

Nevertheless, the old three-master still serves the story-book best. There is more color in an old sea-salt on the bridge of a wind jammer than in the calm scene on the bridge of a vessel like the Queen Mary. Swinging through the rigging, sheeting home the jib, reefing the topsails and manning the capstan are more book worthy than tending the turbines, and the oil feed or handling the steam winches.

What does Sir Edgar think about this romantic side of his profession? He does not regret the advance of progress. It is mostly those on land who sigh for the old dangers of the deep. In a statement at the time of his appointment, Sir Edgar said, "My earnest desire is that this fine and magnificent steamer, the largest ever constructed in the United Kingdom, will fulfill every aspiration of her owners and builders."

A Distinguished Career

He has every device emanating from man's experience of the sea to help him in his task and as he challenges for the blue ribbon on the Atlantic he will hardly long for his sailing days.

It was in 1901 that Sir Edgar joined the Cunard Company as a fourth officer on the Invernia, and in 1913 he received his first command, taking charge of the Phrygia, then engaged in the company's Mediterranean service. In the same year he was transferred to the Lusitania, in which he acted as staff captain, and a little later was given command of the Campania.

Throughout the World War he was engaged in transport and hospital work. During these years he acted as staff captain of the Aquitania, and commanded, among other ships, the Lycia, the Tuscania, the Pannonia and the Kursk.

Honor of Knighthood Won

In December, 1918, he was appointed captain of the Saxonia, and when the Andania, the first of the Cunard Company's postwar Canadian ships, was commissioned, he was given charge of that vessel. Subsequent commands were the Samaria, the Franconia, in which he made two world cruises, the Mauretania and the Aquitania.

He succeeded Commodore Sir Arthur H. Rostron as commander of the Berengaria in 1931. His knighthood was conferred on him in 1934.

It was last November, while at sea in command of the Berengaria, bound from New York to Southampton, that Sir Edgar received a wireless message while on the bridge informing him that he had been selected to command the Queen Mary. At that time he had not yet seen the new ship, which was launched while he was at sea, also, but he had examined a fine scale model of the vessel in New York.

Shower of Congratulations

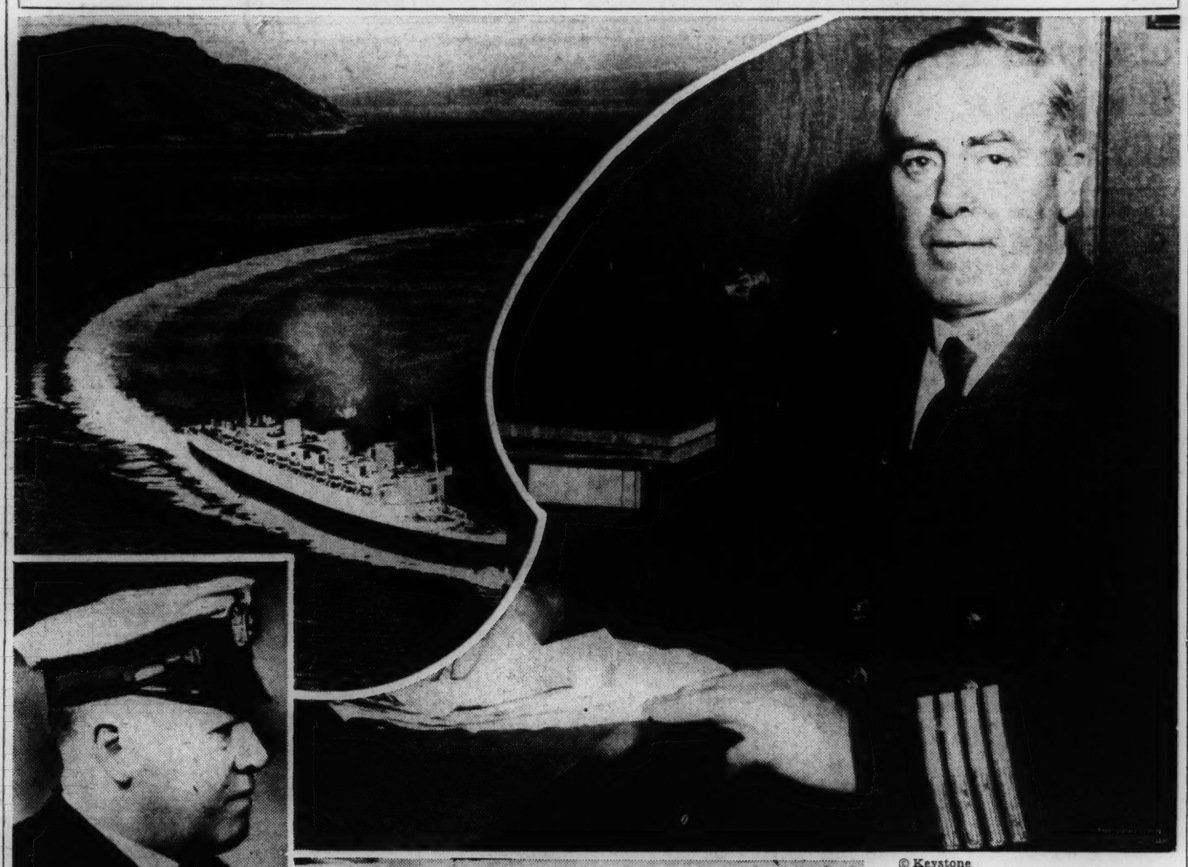
The wireless notification came as a happy surprise to Sir Edgar, and was followed by congratulations showered upon him by passengers at a function arranged by Sir William Acland after dinner that evening. He was especially pleased, too, to receive a message of congratulations from his old school in Birmingham.

So many passengers wanted photographs of him that nearly 400 were hastily prepared by the ship's photographer and sold. Sir Edgar autographed many of them, and the proceeds went to seamen's charities.

Shortly after his appointment the new commander paid a visit to his ship at Clydebank. For several days he explored it because, as he said, "One must get to know everything about the vessel one is to command."

"I went straight to the bridge," he said. "Since I am to use the bridge, I wanted to get the feel of it under my feet. When I got there I realized how tremendous the liner is. One of my first impressions at that height and in such a narrow waterway was of floating among green fields. It was a strange feeling after sailing on the open sea."

Captain's Seafaring Career Links Sailing and Steamship Eras



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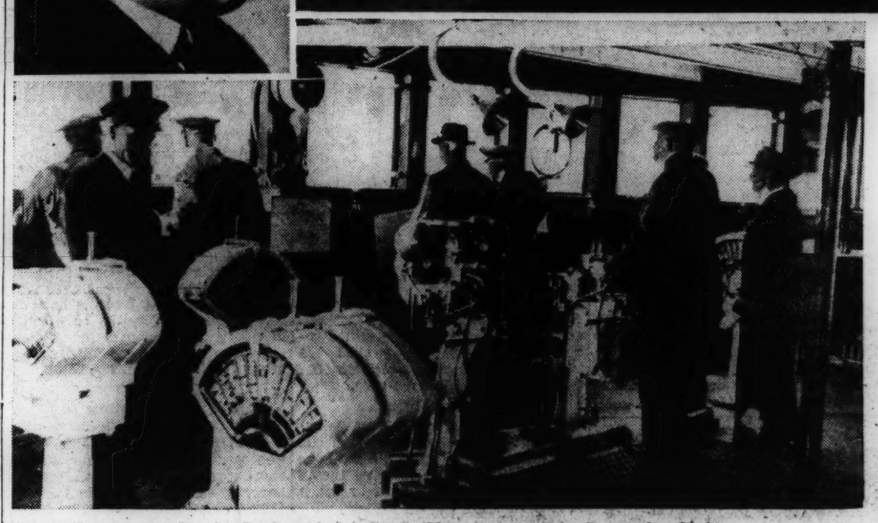
Capt. Sir Edgar Britten



Wide World
On the Bridge of the Queen Mary on the Trip Down the Clyde
The Pilot, Capt. Duncan Cameron (Inset) Is Watching From the Window at the Left. Commodore Britten Is Issuing Orders to the Tugs Through a Megaphone. Upper—The Wake of the Queen Mary as It Passed the Isle of Arran on Speed Test, Which Was Timed at 32.84 Knots

Co-operation Aids Recovery Of British Shipping

By a Staff Correspondent of The Christian Science Monitor

LONDON—The extremely severe slimming process to which that substantial if mythical personage, "Britannia," has been subjected during the years of the trade slump, has so little reduced the vigor with which she still wields her traditional trident of the sea that she bids fair to regain the opulent figure she has lost.

The change for the better started last year with the establishment for the first time on record of a real measure of co-ordination among shipowners. This co-ordination was the outcome of negotiations following upon a decision taken by the British Government to come to the aid of British "tramp" cargo vessels that were being driven off the market by state-subsidized competition from abroad.

Helped by Government

This aid took the form of a grant of £2,000,000 in 1935 and a similar sum in 1936, dependent upon the establishment of price-fixing arrangements amongst the beneficiaries.

Sir F. Vernon Thomson, presiding at this year's annual meeting of the United Kingdom Chamber of Shipping, described what has occurred as "without precedent in the history of modern shipowning in times of peace."

Minimum freight rate schemes, he added, had been instituted in the chief maritime trades. The freight market had been saved from collapse and marked appreciation had taken place in the value of tramp tonnage.

The change came at a moment when the breaking up of obsolete ships and their replacement by up-to-date vessels had proceeded so far in British ports as to have placed United Kingdom shipping in a favorable position to compete successfully for the slightly increased world carrying trade now available. For British shipping, though much reduced in tonnage, claims to be the most efficient in the world.

Restoration of Wage Cuts

Freights are still a very long way from being remunerative. Nevertheless the rise that has taken place in them has proved sufficient to render possible restoration of some of the cuts made during the slump in the pay of both ships' officers and seamen.

Good will inside the industry has consequently been strengthened since the promptitude shown by the owners in sharing their own improved prospects with those whose already very scanty remuneration was reduced when times were at their worst, has strengthened that brotherhood of the sea on which the British shipping industry has always prided itself.

Difficult days are still ahead even with all working harmoniously inside the trade and with the bottom prevented from again falling out of the market.

World cargo freights though improved are still very low. The average rate, taking that of 1913 at 100, fell to 73.9 for the whole of 1934, recovering last December to 96.1 and being subsequently 90.6 in January and 84.0 in February.

Freights, according to the current annual report of the United Kingdom Chamber of Shipping, though now on the average covering running expenses, do not provide anything like full depreciation, still less a fair return on capital. The total deficiency in depreciation earnings on 31 of the chief tramp shipping companies last year is estimated at just over £2,000,000, being somewhat more than the total state subsidy now being paid to the industry.

Estimates of Income

In 1935 British tramp steamers did somewhat better than in 1934 but liner companies not quite so well. Figures, collected by the Shipping World from 33 representative shipping companies owning among them nearly half of Britain's ocean-going tonnage, show that shareholders received in the period 1926-30 an average of 5.55 per cent annually upon capital, and in that of 1931-35 an average of 1.85 per cent. But these returns come from savings of previous years, for even in 1926-30, earnings were insufficient to pay for normal depreciation. In 1931-35 they were only half the amount required.

A factor in the situation is Britain's ability to protect its shipping by requiring goods it purchases to be carried in its own ships. This policy has not yet been introduced, but considerable pressure is being brought upon Mr. Baldwin's government in this direction.

Strong Bargaining Position

The case for it was discussed by the Institute of Transport in London on March 9. Two main considerations come in. One is that Britain is the largest purchaser of overseas goods in the world. The other is that such of these goods as originate in countries other than those of British Commonwealth nations and mainly from Argentina, Chile, China and other non-maritime states.

This puts Britain in a strong bargaining position, since nations with subsidized tonnage have gone in themselves too largely for policies of self-sufficiency in trade to be able to run their vessels without some share of the carriage of the goods which the United Kingdom buys.

Friendly Agreements

The British coastal trade, in which 20 per cent of the cargoes up to 600 tons to and from ports on the east and south are said to be carried in foreign bottoms, offers another sphere in which the possibility of protection for the home sailor-man is being discussed.

Britain's main reliance nevertheless is upon friendly agreements for rationalization of freight rates and apportionment of markets upon an international scale. The success achieved during the past year by this method of approach to what is proving to be a world-wide problem has greatly encouraged hopes of extending it to the further advantage not only of Britain but of other maritime states.

Trips to Big Liner Draw Students To Rail Travel

By a Staff Correspondent of The Christian Science Monitor

LONDON—An example of the opportunities and facilities now offered to children for travel is a trip from London to Southampton to view Britain's Queen Mary, arranged for this month.

Nearly 150 miles there and back, tea on the train, a privileged closeup of Britain's greatest liner, a peep at the throbbing activities of Southampton. And all for 4s. 9d., or about $1.

The trip has been arranged for children of Westminster City School by Mr. C. L. Evans, one of their masters. He has also told the children that those who need to can pay in installments.

Railroads Co-operate

In arranging this trip the Southern Railway has co-operated. The journey, with its cheap fare, is an instance of what the British railways are doing to encourage very young people to become travelers. It is now an established part of railway policy here to make special efforts for children.

"We are taking a great deal of notice of children nowadays," a railways official told the Monitor. "We want them to travel. We want them to have as good an opportunity as possible to see their own country, and, as far as possible, we are planning to see that the lack of money is not a great handicap."

Special Half Rates

The railways are arranging this summer for special rambles for young people, special train cruises for boys, special excursions to places of interest for boys and girls of British schools, and special fares for youthful travelers.

For many years, of course, there have been special half rates for children under 14, and no fares at all for children under 3, provided they don't travel alone. But now the fare reductions have been extended.

If a party of more than 16 children goes out for the day, the fare charged by prior arrangement with the railway company concerned is 2s. 6d. a head for a journey of 50 miles each way. Parties of eight or more under the age of 16 traveling for day outings can go places at half the single fare, for the double journey. Camping parties can get the same rates.

Boy Scout Tours

For Boy Scouts over the age of 12 a train cruise of Scotland's Highlands has been arranged for the Easter holidays. There will be a candy shop, a cinema and a recreation coach attached to the train.

Another one of the railways' activities in regard to children is that by which they help the Poor Children's Fund to send children to the country. For there are special trips from Liverpool Street Station, under the command of the station master, Mr. H. C. Carver. And it has been arranged that poor children can be sent during the summer to mutual friends in the country.

Children Labeled

They are labeled so that they do not get lost. Mr. Carver tells each station concerned on the special day how many children with labels ought to get out. He informs junctions how many children have to change trains and where they are going. And the station staffs are extremely proud, Mr. Carver says, of their reputation for helping these children.

Children under 14, besides being allowed half fares, can also eat meals in the restaurant cars at half price. So it is possible for a young traveler to go as far as an adult and eat as much for half the cost; or, of course, go twice as far and eat twice as much for the same cost.

Thinner Steel Plates For Ships Forecast

Special to The Christian Science Monitor

SHEFFIELD, Eng.—Visions of stainless steel ships, which would never collect barnacles and which could be built with plates 20 per cent thinner than at present, are seen here by inventors as a result of a new method of bonding steel.

This method has been invented by Mr. F. F. Gordon, director of a Sheffield steel firm. Mr. Gordon makes the claim for his process that it reduces the cost of producing stainless steel by nearly 50 per cent. By the new process it is also possible, he declares, to produce a cheap mild steel plate with a stainless veneer.

It is said here that but for the necessity of allowing for corrosion ships' plates could be 20 per cent thinner. The new steel, it is added, would make this saving possible, increasing carrying capacity and decreasing weight. The inventor claims that barnacles will not adhere to stainless steel.

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Congratulations!

The Evening Citizen, Ottawa, Canada, is glad to join with other advertisers in this special section of *The Christian Science Monitor* in extending congratulations to the Cunard-White Star Steamship Company on its fine engineering achievement in producing the S. S. Queen Mary, soon to make her maiden voyage to New York, and on its long record of exceptional service to the travelling public between Europe and North America.

At the same time, *The Citizen* would like to take this opportunity of congratulating *The Christian Science Monitor* on its splendid and unique demonstration of reliable, comprehensive, constructive and clean international journalism, through which it is making a valuable contribution toward the unity of the nations and through which, by its example, it offers also encouragement and inspiration to the other newspapers of the world.

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Touch of a Button Unleashes Power of 80,000-Ton Giant; Arts and Sport on the Sea

By a Staff Correspondent of The Christian Science Monitor

ON BOARD THE QUEEN MARY —The bridge is astir. Men take their posts. In the glass-enclosed space, the pilot, unperturbed by the magnitude of the job in hand, moves easily, master of his task. His orders ring clear and distinct, while the captain sits attentively by. Confident hands grasp the controls.

With the touch of a button and pressure on a lever mighty engines begin to revolve 12 decks below. The floating palace casts off, and the massive hull of the 80,000-odd ton vessel glides astern, straightens in the channel, and points her prow to the sea.

A Nation's Tribute

The great moment in mercantile history has come. Who knows it? Not the tugs which ply around her hull. Not the sailboats which bob to and fro. Not the cargo steamer, richly laden for the East, escorted by an officious little tug as she steers her course to the ocean highway. Not the gulls which wheel and dip in hungry glee, darting a glance with something not unlike admiration at the electrically-heated crow's nest. But the nation and the people, who unite in a silent tribute.

For the glory of an island is its prestige on the sea.

The Sheltered Promenade

Over the spacious promenade deck, men speculate upon the future. A youth rests against a low steel wall, where plentiful deck chairs will be. A girl, stepping briskly, checks on a pedometer the claim that three times round the deck is a mile, and smiles when she finds it to be substantially true.

The curious gaze through the ample windows which shelter the promenade from the breeze, and observe a man halt in a field to watch the pageant of the river go by. Fields, woods, hills pass in succession. A knot of people gather precariously near the water's edge to see history in the making.

Ahead Looms the Sea

What is on the other side? You cross the deck 100 feet and look out upon a panorama of mountains shrouded in mist, their shadow falling on an enchanting shore line. Stern they stand against the inroads of crushing tides. Nearby the ruins of a castle peep out of their ivy nest, while a shaft to the memory of the owner of the first steamboat commercially operated in Europe bears the marks of its battle with the wind and rain.

A solitary rock rises sheer from the water's surface, black and forbidding. Wider grows the waterway. The scenic splendors of the countryside recede. Ahead looms the sea.

Many Diversions Afforded

The time to inspect the ship has come. At the top of a flight of stairs the sports' deck opens in a wide expanse. Protective nets tell the story of oncoming squash racquets contests. Deck tennis, shuffleboard, deck quoits and a dozen other diversions and pastimes which make an ocean journey attractive, have their place in the arrangements.

Still higher you reach the sun deck which, through careful calculation, is clear of the gases which pour from the three black and red funnels, each 100 feet in girth.

If you have a dog, he may have a kennel to himself, for there are 29 available, and he may also enjoy the relaxation of a walk in a section especially provided for the canine family.

Spacious Main Lounge

Devoted almost entirely to the social needs of the cabin passengers, the promenade deck leads into the main lounge. This spacious room is fitted with a dance floor, a stage and a cinema projection room, so it may serve as a ballroom, a concert hall or a cinema theater.

Writing rooms, or small salons are conveniently placed near the main entrance, in which there is a shopping center, which reminds one of an arcade, with display windows all around, where a wide variety of attractive goods will be exhibited.

The central gallery gives access to the quiet environment of the writing room and library. No literary taste need be neglected, for it is estimated that the combined libraries of the ship will contain 5000 books, among them many important works of reference as well as the products of the most modern writers.

Large Cabin Restaurant

As you enter the cabin dining saloon you find a chamber large enough to accommodate 800 passengers. Situated in the 'tween deck, the main saloon occupies the full width of the ship and is surmounted by a large dome. So large is the cabin restaurant that the first Cunard steamer Britannia (207 feet in length), together with the three vessels which comprised Columbus's fleet on his voyage of discovery to America, can be comfortably placed inside.

You dine on a scale comparable to that of a first-class hotel. The soup, fish, entree and desert lay an excellent foundation for conversation, to judge by the vivacity which these delicacies seem to inspire.

You rise from a meal and explore a vessel which is a labyrinth of aisles and stairs leading to a telephone exchange, a garage, a printer's office, banks, or perhaps a studio where musicians may rehearse to their hearts' delight, and to the unalloyed delight of the passengers, since the room is soundproof.

Libraries and Children's Rooms

Cabin and tourist passengers have separate swimming pools and the tourist class is catered for no less than the cabin.

The tourist staterooms are located on B and C decks abaft the cabin accommodations and on the decks below, the main body of the rooms extending along E deck.

Nor is less accommodation given in the public rooms, for the tourist passengers have a dining saloon, two lounges, library, and children's room, suitably decorated and equipped to amuse boys and girls of all ages.

A radical change is observed in the third-class accommodation. The provision here is much more restricted than in prewar times owing to the tremendous drop in emigration.

On the other hand the standard of accommodation is higher, and it goes without saying that people with a modest purse will be more ready to take advantage of this class of travel in view of the new conditions.

Like the cabin and tourist classes, the third-class public rooms include a dining saloon, social hall, lounge and children's room, all in keeping with the advanced standard of the staterooms with which they are associated.

Spick-and-Span Kitchens

If you desire to investigate the working part of the ship you must thread your way through numerous passages. Suddenly you enter vast kitchens. Everything is spick and span. Plates stacked high. Hot plates, cold plates, for beef, tongue and veal. Cutlery all in order.

Clean-linened chefs shuffling here and there, oblivious of the whiff of overflowing apple juice on hot pans, the smell of leeks and carrots, or the sweet aroma of the pastry cooks' triumphs—an aroma that is a mixture of walnuts and marzipan—as the doors to their compartments are passed. Great rows of mysterious steam receptacles gleam in the light, wisps of vapor cannily issuing from them. Rows of men, rows of tables, rows of kettles, rows of everything.

Close by are the refrigerator plants with their stores of meats, poultry, fish, milk and other perishable commodities.

Two Sets of Engines

But it is another part of the ship which excites the admiration of the mechanically inclined.

Down, down, down, where the smell of lubricating oil greets the visitor, and a maze of iron ladders descend in bewildering confusion to a feature new in the shipbuilding world—two engine-rooms on one ship. One is not enough for this leviathan.

One set of turbines drives the outer pair of propellers and the other the inner, for the Queen Mary is a "quadruple-screw turbine steamer." If the full extent of the horsepower, reckoned at approximately 200,000, is utilized, what speed may not this machinery attain?

The ship has actually two bottoms, an inner and an outer, with an intervening space of nearly six feet, divided into numerous watertight compartments.

The Nearest Thing to Bathing in the Ocean

Courtesy of Cunard White Star Line

Main Swimming Pool. Tiles of Straw Color Crossed by Bands of Green and Red Form the Color Scheme

The Pool Has as a Feature the Latest Automatic Anti-Splash Device Built Into the Fore and Aft Ends. Two Diving Boards and a Chute Are Available for the More Adventurous Bathers. An Observation Gallery Seven Feet Wide Extends Around Three Sides of the Pool, Which Is 60 by 42 Feet, With a Depth of 6 Feet at One End and 4½ at the Other. Four Ladders Lead Into the Bath. There Are 18 Dressing Cubicles. Recessed Lighting Fixtures Are Used. The Flooring of the Balcony Is in Mosaic Tiling. The Room for the Tourist-Class Swimming Pool Is 47 by 40 Feet. The Pool Is 33 Feet by 21½ Feet, With Depth of 5½ Feet at One End and 4½ Feet at Shallow End. The Decorations Include Glazed and Sand Blasted Panels. The Walls of the Pool Are of Mother of Pearl Coloring, Floodlighted From Concealed Cornice Fixtures. The Gymnasium, Situated on the Starboard Side of F Deck, Is 39 by 20 Feet, With a Height of 8 Feet

Kitchen Equipment Reaches Pinnacle of Efficiency

Special to The Christian Science Monitor

LONDON—When, on May 27, the new Cunard Star superliner, Queen Mary, leaves Southampton on her maiden voyage to New York, she will be equipped with a kitchen of vast proportions and superior appointments—one that can adequately handle the catering requirements of 2075 passengers and 1400 officers and crew.

The main kitchen is placed between the cabin and tourist dining saloons on C deck, with the forward end arranged for the cabin class, and the after part for the tourist class. In all, nearly one acre of space has been devoted to the preparation and service of food.

Nearly 15 tons of stainless steel were used in the construction of the ranges, grills, bakers' ovens and other equipment. In the cabin kitchen there are two large ranges, each with eight ovens, and a smaller range with three ovens.

A pleasing effect has been obtained by the use of contrasting finishes of mirror-polished and matte-polished surfaces.

The equipment for the tourist-class kitchen follows generally the same lines as that for the cabin class. In addition, there is a separate kitchen for the third class passengers and crew and a kitchen for the veranda grill on the sun deck.

Superliner Is Insured For £4,800,000

Special to The Christian Science Monitor

London—British marine underwriters have put through one of the biggest transactions of its kind on record in insuring the Queen Mary on her maiden voyage.

The total for which the structure of the vessel has been covered amounts to £4,800,000, the British Government guaranteeing such portion as has not been taken up commercially. The insurance is for the customary period of 12 months, thus coming up for reconsideration annually.

The vessel while under construction was insured for £4,500,000, of which the underwriting companies took up £2,720,000, while cover for £1,780,000 was provided by the state, which for this purpose received a premium as in the case of the underwriters.

The total annual premium paid is understood to be round about £60,000, being at the average rate of 1¼ per cent.

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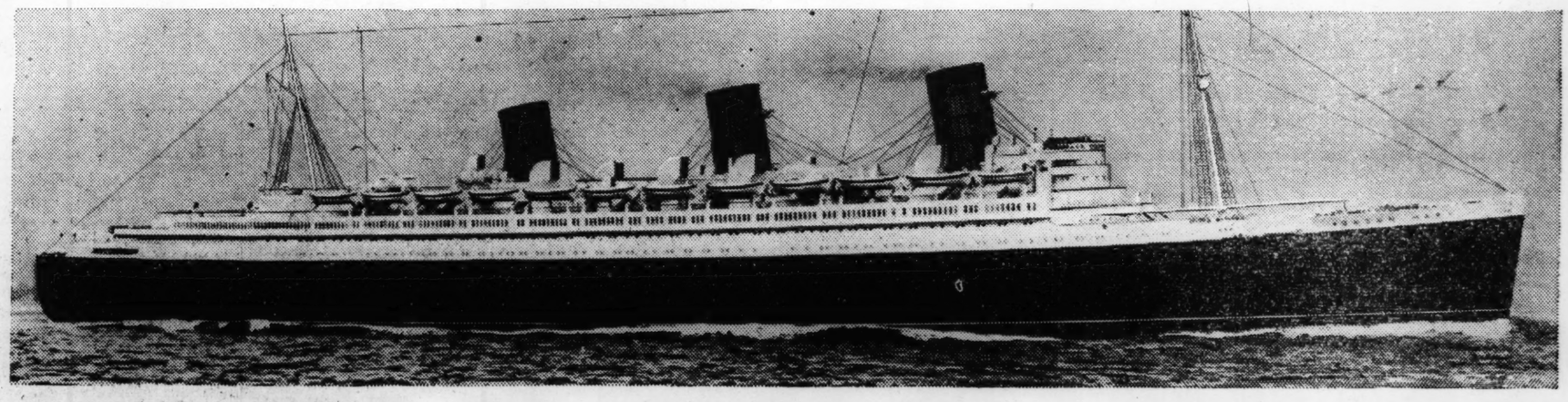

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Like the Normandie...like the Bremen and Europa...like every Blue Riband holder on the North Atlantic route for 26 years...the Queen Mary uses nothing but Socony-Vacuum lubrication for her engines.

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POLSKY'S
AKRON, OHIO

'Little Man' Played Big Role In Long Task of Building The Queen Mary

By a Staff Correspondent of The Christian Science Monitor

CLYDEBANK, Scot. — Of the millions of persons who await the achievements of the Queen Mary, no one looks forward with more intense eagerness than the little man of the shipyard who helped to lay the frame, to rivet the plates, to board the decks, to erect the masts, set up the funnels, or equip, finish and paint the interior.

The little man is typified by the under-sized laborer who, on the last day of the great steamship here, planted a foot on the topmost rung of a rope ladder flung over the cliff-like side of the steel monster, and with his head cocked and his eyes fixed on a work-mate far below, shouted:—

"Is the rope ticht (tight) Jock?"

To which a youth in dungarees on the dock side replied, his hand to his mouth directing the sound skyward:

"Aye, it's ticht, Wull. Pu'l" (pull!).

If excitement was present it was not allowed to show itself. The little man had a job to do and that rose far above the momentous occasion. Nor were the pent-up feelings of the thousands of onlookers drawn out over the green fields on the bank across the river in evidence. True to tradition they showed once again that the Scots are an undemonstrative race. Only when some youths whistled or waved handkerchiefs, or cheered mildly, were there any real signs of emotion.

The little man on deck got the word all of a sudden that the Queen Mary was to shove off. He stepped down the stairs, walked off the gangway and stood with his hands in his pockets to see the product of his skill glide off as smoothly as a yacht in a light breeze.

"Jist the Mary" Enough

An air of resignation spread over his countenance as he recalled that only a few nights before 3000 men had signed off and drawn their last week's wages from the great snip.

I asked the little man if he had worked right through on the Queen Mary. He nodded assent. When he was queried as to whether he had ever known the ship by any other name than the noble one which now glistens on her prow, or the cryptic "534" by which she was identified before her baptismal ceremony, he replied:

"Jist the Mary," tossing his hand aside as he would a reference to a cargo boat when she was completed.

The Queen Mary meant a job to him. It gave him hope and courage when the welter of depression sent the Clyde low in the economic world. It lifted him out of the dismal years through which shipbuilding passed the world over. It heartened the bootmaker, the draper, the baker, the grocer and the owner of the unpretentious movie show.

The little man now sees the Queen Mary in retrospect. Back in 1930 he recalls the joy with which the news was received of the contract being awarded to John Brown's Yard. He remembers the enthusiasm with which the keel was laid, the ground of the slipway strengthened, the steel skeleton of the frame constructed, the welcome sound of the riveting hammer on the plates. Then the sudden cessation.

The drama of falling trade on the Atlantic suddenly shifted to the Clyde. The electric cranes were silenced. The shunting engines stopped.

Resumption of Work

Two years and four months passed. Work was resumed. A glow of happiness spread over the faces of thousands of families, for the knowledge was common that a revival of activity on the Queen Mary would prime the pump of shipbuilding. Which it did.

Soon the Clyde began to hum with industry. Its capacity, equal to the greatest emergency, could be only partly utilized. Yet the new enterprise meant a turning point, from which the road ever since has been substantially upward.

At least two thirds of the men laid off by the completion of the Queen Mary will be absorbed in government work soon, for there are ships to build with a mission entirely different from that of the gigantic liner.

Designed After Many Tests

To the little man the popular facts that more than 7000 experiments were conducted on models before the design of the Queen Mary was decided, or that the models traveled 1000 miles up and down a tank, are infinitesimal. The rivet he, himself, put in, or the plank he laid in place is the vital concern. That he did his job well is what counts. He knows the value of his skill, just as the yardmaster realizes the importance of his organization.

No Queen Mary could have been built without the little man, although he willingly concedes the importance of the naval architect and engineer, from whose genius the great ship sprang.

Artistry and Good Cheer Harmonized in Setting of Main Lounge

Stewart Bale, Liverpool

Its Hospitable Welcome Invites Passengers on the Queen Mary

Here They May Spend Idle Half Hours—Reading, Writing, Talking, Thinking, or, Maybe, Just Sitting. General Distinction of Decoration Enhanced by Use of Rich Gold Finish on All Metal Work. The Large Mantelpieces Over the Electric Fireplaces Are Ornamented in Gold Onyx. Windows Look Out Upon Promenade Deck

Lowest Fares Give Accommodations Of High Type

By a Staff Correspondent of The Christian Science Monitor

LONDON — Dipping into their purses or pockets those who take the cheapest fares on the R. M. S. Queen Mary will hand over to the booking office £18 10s.

That is the minimum one-way fare, off season and summer, for third-class passengers. This compares with a minimum of £17 on the Berengaria and £16 on the Lancastria.

Minimum one-way fares for tourist passengers are £28 10s. off-season, and £30, summer season.

Round Trip Fares

Cabin class fares are £53 15s. one way off-season, and £56 10s. one way summer season. Round trip fares in this class are £102 in the off-season and £107 5s. in the summer.

Round trip fares, minimum, in tourist class accommodation are £52 10s. and £55 5s. in the respective seasons. In both cases these are less than the single first class, it has been noted here. Round trip third class, both seasons, costs, for those who take minimum fares, £33 10s.

Third-class accommodation is for'ard in the ship. On their main deck the third-class passengers have a garden lounge and a promenade as well as a shop.

Lounge and Playroom

On A deck the third-class offers a lounge, a barber's shop, and another promenade.

On B deck there is another lounge and a children's playroom.

C deck holds the dining saloon for third-class passengers, the purser's office and nine beds in five rooms, three of which are "outside rooms."

Decks D, E and F all have berths for third-class passengers; on all decks there is sufficient room for 560 of them.

Raised Promenade

Tourist accommodation is toward the stern of the vessel. The promenade deck offers a raised promenade for games and a covered walk as well as a lounge.

On the main deck there is another promenade and another lounge, as well as a library and writing room, a children's playroom and a shop.

On A deck is another lounge and a series of berths, on B more berths and a barber's shop and a beauty parlor. Some of the rooms have private showers. C deck holds the dining saloon, as well as more passenger accommodation. Decks D and E hold berths. Deck F is the location of the tourist swimming pool and gymnasium, shared at certain hours by the third-class passengers.

Tourist and Cabin Classes

Tourist class supplementary fares include about £2 4s. per berth for outside rooms with private bath in the off-season, and £3 in the summer. Extra charges are made for outside rooms on A and B decks.

The cabin class passengers have every luxury. The numbers of both tourist and cabin class berths is about 760 to 780. Absolute figures have not yet been given, as it is possible that some cabin berths will be allotted to the tourist when necessary.

Here supplementary fares are charged, depending on the location of the cabin and its size. There is, for instance, a suite for six, the round trip rates for which is £429 5s.

Pay of Ship Workers Rises With Trade Prospects

By Staff Correspondents of The Christian Science Monitor

LONDON—Ship workers in Britain have all begun to benefit from recently improved prospects in trade.

From March 23, 1936, a new series of rates of pay came into force for the navigating and engineer officers of British merchant ships.

This change, it is claimed, means better pay all-round than at any time since 1932. In the case of the officers, the new rates have been described as giving somewhat higher remuneration than that ruling from 1925 to 1932.

Seamen Also to Benefit

This has been the outcome of long protracted negotiations for the restoration of "cuts" imposed in bad times in 1932. Such restoration is not yet complete, but the new schedules have been accepted as an installment in the hope that better times may be on the way.

Seamen are also to benefit. In their case restoration has been agreed upon with effect from July 1, 1936, of one quarter of the 10 per cent cut in wages introduced in 1932. This has been negotiated with the National Union of Seamen, an organization with 50,000 members. It means an addition of 4s. 6d. monthly to the wages of each ocean-going seaman.

This is the third advance made. One quarter of the cuts was restored in March, 1935, and another quarter in February, 1936. The restoration of the fourth quarter has been left over for future discussion.

A committee has been set up to consider whether a national settlement on hours and on the manning of ships could be arranged on a practical basis.

In the case of shipbuilding this year, a small but general advance in wages in two instalments has been agreed to on a national basis, thereby ending a longstanding dispute. The negotiating parties have been the central board of the Shipbuilding Employers Federation on one side and the chairman of a trade union committee on the other.

The total amount of the rise is two pence per hour for time workers with equivalent advance for those on piece rates.

Test of Steering Gear Yearly Advised

Special to The Christian Science Monitor

LONDON—Annual surveys of the steering gear of ships is urged in a report made here recently by a committee of the Board of Trade appointed to consider, in the interests of safety at sea, types of gear employed in certain steamships recently lost at sea.

The survey, the committee recommends, should apply to rod and chain gear and auxiliary steering gear. This gear, it is also stated, should be inspected every three months. A set of spares should be carried.

The steering apparatus, if of the rod and chain type, should be carefully protected, the report declares, from any possible damage from deck cargoes.

Royal Racing Boat Won 360 Awards In 625 Starts

Special to The Christian Science Monitor

LONDON—A historic racing boat has just disappeared from British waters with the breaking up of the Britannia, a yacht built in 1893 for King Edward VII and run for many years by the late King George V.

The Britannia started in 625 races and had no less than 231 first prizes and 129 other awards to her credit, the late King George for many years acting on her as his own sailing master.

Plainly furnished below deck and with little to differentiate her from other yachts, the Britannia proved her merit as one of the stoutest of vessels of her class, especially in rough weather. She was many times overhauled and so largely renovated that it used to be said there remained in her little of the material of which she was originally built. In shape and dimensions nevertheless she continued to be the same vessel throughout and is claimed to have had the longest active service of any racing boat afloat.

BRITISH CARGO

From the British Isles come these cobweb chiffon cashmere sweaters to be prized amongst your proudest possessions. The set, 25.00

SPORTS SHOP—SIXTH FLOOR

THE BLUM STORE
CHESTNUT STREET IN PHILADELPHIA

A Business Built on Confidence

This is the Store of Today and Tomorrow. We are living in the present and building for the future. Just as the Queen Mary represents the newest and the most modern development in oceanic transportation, so do the Strawbridge & Clothier Stores represent the newest and most modern retail shopping facilities in our trading area.

The foundations of our recently completed Philadelphia Store go down a hundred feet into solid rock—yet that rock is no firmer than the principle and policy of Fair Dealing established by us in 1868. The faith and good will of the public have carried us through all the nation's ups and downs of business. We strive to serve well every day, but in June —our Birthday Month—we recognize the occasion with an—

ANNIVERSARY SALE . . .

which brings thousands of items from 137 merchandise departments at very special prices.

The Sale starts on Monday morning, June 1, and continues throughout the month.

Our regular announcements in the Monitor for many years have made us well known to the readers of this publication residing in the Philadelphia trading area. We extend a special invitation to all of them to visit us at this Anniversary time and we also extend equally as cordial an invitation to strangers in Philadelphia to visit us, whether they purchase or not.

The Strawbridge & Clothier Suburban Stores at Ardmore on the Main Line and at Jenkintown in the Old York Road section participate in this Anniversary Event.

This will be our 68th Anniversary and we expect to have many more. Great tomorrows are made today and this Sale, while designed to meet the current requirements of thousands of people, will also lay the foundation for a greater store in the years to come.

STRAWBRIDGE & CLOTHIER

Ardmore PHILADELPHIA Jenkintown

For
SILVERWARE
of enduring satisfaction choose
REED & BARTON

Exquisitely designed — skillfully wrought—it offers all that could possibly be desired, whether for personal use or gift purposes.

May we show you the new
REED & BARTON "Jubilee" pattern.

REED & BARTON silverware is sold exclusively in Providence at

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The J. A. Foster Co.—Dorrance and Middle Streets
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At the Sign of the Bunch of Grapes
Since 1766

The oldest Dry Goods Store in America—
170 years—a long
Life and a happy one.

With a lifetime
Behind it, quite
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Very useful.
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Filling your needs
From babies' bootees
To formal furniture,
From bare necessities
To exclusive
Niceties.
Admittedly the
Place to shop.

Since 1766 at the Sign of the Bunch of Grapes

STRAUSS SAYS

We are hopeful that this little advertisement in the Monitor meets the eyes of Indianians who are on the historic maiden voyage of "The Queen Mary"—and that they regard it as a "greeting" and "bon voyage."

L. STRAUSS & CO.
INDIANAPOLIS

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Fame of Britain's Ports and Harbors Traces Back to Beginnings of World Trade

Important Centers of Shipping Offer Varied Advantages

By a Staff Correspondent of The Christian Science Monitor

Britain's ports and harbors have individual characteristics as to equipment and trade, as the following analysis shows:

London—When, 43 years before the beginning of the Christian era, the Roman legions descended on Britain in overwhelming force, they found at London, England's premier port of today, a timber bridge which already at that far-away period helped a ford at Westminster to connect the Britain of the north of the river Thames with that of the south.

It was this, tradition says, that caused successive Roman governors to make London the hub of their great system of roads running westward to Dorchester and the tin mines of Cornwall, eastward to Colchester and the shrine of Canterbury and northward to the Scottish border.

Roman galleys and Viking longships anchored alongside British coracles in the estuary. London became what the "Venerable" Bede, a monk who wrote about the year 700 A. D., described as "the mart of many nations who seek her by sea and land."

Out of a total of 245,794,275 tons of shipping which visited the United Kingdom last year, London turned round 17.05 per cent, compared with 9.73 for Liverpool, 6.94 for Southampton and smaller proportions for other individual ports.

Looking at trade values the preeminence of London is still more pronounced. London's 4247 acres of docks and 45 miles of quayage deals with more than one third of the United Kingdom's total imports and exports as measured in sterling.

The complete figures for 1934 were London £407,143,496, Great Britain £1,178,642,651.

Liverpool—Founded by King John in the year 1207, to facilitate his projects for conquering Ireland, Liverpool, Britain's second port, turned round 1,443,417 tons of ocean-going and coasting shipping in the second half of last year, being 115,699 more than in the same months of 1934.

The port has 2000 acres of anchorage for big ships, with seven miles of quay walls and a graving dock 1050 feet long.

Southampton—Southampton has some of the most up-to-date docks in the world, and is recognized as the chief European terminal for the bigger transatlantic liners. It has 21,000 feet of quayage, much of which is accessible to the largest vessels at all stages of the tide.

It claims to be the premier passenger port in the United Kingdom. The total of passengers landed and embarked in 1934 was 484,174 and in 1935, 537,455.

As regards freight, it handled 1,048,400 tons last year, this being the first occasion when the annual amount has exceeded the million mark.

The latest accessions to its accommodation have been £10,000,000 dock extensions completed in 1935 by the Southern Railway. These furnished 7000 feet of additional quayage fronted with water with low tide depth of 45 feet.

The port claims to possess the world's largest graving dock. This was opened by King George V in 1933. Southampton is believed to derive its name from Hamptune, a Saxon center. Fortifications dating from the time of the Roman conquest of Britain can still be traced among its suburbs. A whole literature of medieval history clings to its stones. Today it is Britain's chief transatlantic passenger station. Its latest distinction has been to be the home port of the Queen Mary.

Newcastle-on-Tyne—The river Tyne claims to be the main commerce gateway to North East Britain. It has 27 drydocks up to 700 feet in length besides 12 slipways for ship-repairing, 60 coal shipping berths, and 115 shipbuilding berths, capable of turning out some 400,000 tons of new vessels annually.

Newcastle was at one time the largest coal market in the world. It dates from the days of the Romans who made it a station on the wall built by the Emperor Hadrian (117-138 A. D.) to stop Anglo-Scottish raids.

Coal has been shipped to London from Newcastle-on-Tyne ever since early in the fourteenth century. Northern tradition indeed has it that the much fabled "cat" of London's famous medieval Lord Mayor, Sir Richard (Dick) Whittington, was the name of a ship in which that pioneer conveyed coal from the Tyne to the Thames.

Birthplace of Stephenson's locomotive, of the oil tanker and the steam turbine, Newcastle has built the largest floating docks in the world, also some of Britain's finest ocean liners, including the Mauretania, that held the record for speed across the Atlantic for 20 years.

Belfast—Belfast, Northern Ireland, is the birthplace of a number of the bigger transatlantic liners. Its harbor is 8½ miles long with docks and basins covering an area of 183 acres. Its graving docks and shipbuilding slipways are numerous.

It is situated on the river Lagan which runs into Belfast Lough and separates County Antrim from County Down.

The harbor has been a triumph of engineering, its existing spacious channel from the sea having been as late as the seventeenth century a tortuous passage navigable only by boats. As late as 1821 there was only 4½ feet of water at low tide in front of the town. Now the largest ocean liners go there at all stages of the tide.

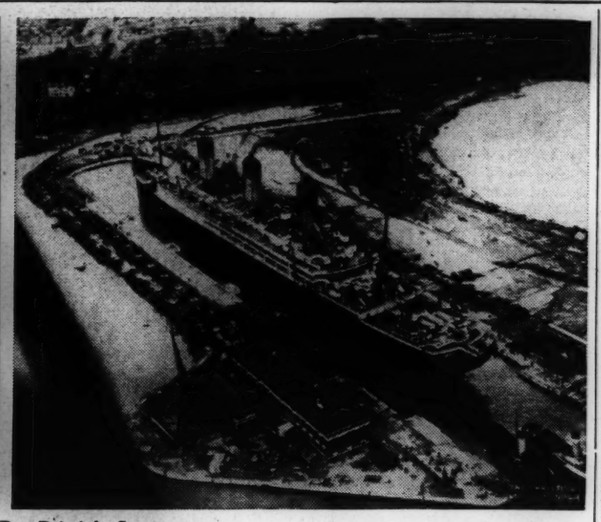
Hull—Hull claims to be north-eastern England's chief mailboat port. Its docks cover a total water area of 210 acres with river frontage of over seven miles, the total length of quays being about 12 miles.

Situated on the river Humber 20 miles from the sea, it is the headquarters of a large fishing fleet, and is also a world center of the oilseed crushing industry. It sent ships in the year 1588 to fight the Spanish Armada, and its mayor still ranks as "Admiral of the Humber."

Glasgow—The harbor and docks here are under the control of trustees who direct also the navigation of 18 miles of the river Clyde, Britain's premier shipbuilding center. The water area of harbor and docks is 368 acres with 21,300 yards of quayage.

The rise of the Port of Glasgow is one of the romances of the past 200 years. The Clyde, where today the Queen Mary can float, was in 1740 still a sylvan stream with only three feet of water. It was then that the now incomparable harbor-works were begun, the Glasgow Town Council, after careful debate, deciding "to go to the length of 100 pounds sterling" upon the first attempt to deepen the river.

Manchester—The customs port of Manchester commences at the eastern termination of the port of Liverpool and includes the whole of the ship canal connecting Manchester with the sea. The canal is 35½ miles in length and has a depth of 30 feet, the chief docks being at Manchester. The ship canal includes five sets of locks capable of taking ships up to 600 feet in length. The Manchester docks have water space of 120 acres with 5¾ miles of quays, also large drydocks and floating grain elevators.



E. W. Tattersall; Wide World

Ships and Shipping Dot Britain's Seascape

Left—Canning Dock at Liverpool. Right—The Graving Dock at Southampton, With the Majestic, Once the World's Biggest Liner, Ready for Overhauling. The Majestic Was Recently Withdrawn From Service to Make Room for the Queen Mary

Facilities of Radio Link Continents To Staterooms

Special to The Christian Science Monitor

SOUTHAMPTON, Eng.—Two radio stations have been installed aboard the Queen Mary to take care of the large radio telephone and radio telegraph traffic which is anticipated. These stations are separated by a space of about 250 feet, a distance which is sufficient to permit of simultaneous transmission and reception of signals without interference. This makes it possible to carry on several different services at the same time quite independent of one another.

The transmitting station is situated on the boat deck just forward of the main mast, and contains four large transmitters, each of which will be capable of maintaining continuous communication with both sides of the Atlantic throughout the voyage.

The receiving station is situated on the same deck between the first and second funnels, and the control of the whole radio equipment is concentrated at this point.

In view of the fact that the communications of a transatlantic express steamer call for the provision of a considerable number of wavelengths in order to provide satisfactory service, there will be approximately 32 wavelengths in use, 11 for shortwave, 9 for radio telephony, 7 for longwave and 5 for minimum wave.

For the operation of these wavelengths there will be at least nine separate aerial systems comprising one main aerial having a 600 foot span, one auxiliary aerial having a 150 foot span, three shortwave aerials, five receiving aerials and one emergency aerial.

Provision is made for the simultaneous operation of two subscribers' service radio telephone circuits, by means of which passengers can be placed in communication with persons in any part of the world at any time during the voyage.

The system has been duplicated in order to permit of two conversations at the same time if necessary, thus one passenger may be speaking to America, while another is speaking to Europe.

Radio telephone services will be available from any one of the 500 staterooms on the telephone system of the ship.

Secrecy devices insure the privacy of conversations.

Provision has also been made for the reception of broadcast programs and their redistribution throughout the ship, as well as for broadcasts from the ship which can be picked up and rebroadcast in Europe or America.

Thus the liner becomes virtually a world-wide broadcasting station.

Chief Purser of the Queen Mary Served on Mauretania

Special to The Christian Science Monitor

LONDON—Mr. Charles G. Johnson, known to thousands of Americans as purser of the Mauretania, has been appointed to the important post of chief purser of the Queen Mary, it has been announced by the Cunard White Star Line. Mr. Johnson will be in full charge of the business end of the ship's activities when the liner arrives for the first time in New York Harbor on June 1.

Like all the other officers of the Queen Mary, Mr. Johnson has had extensive experience. He first joined the Cunard Line 35 years ago as a clerk in the accountant's department at the head office in Liverpool.

One of the first ships in which Mr. Johnson sailed as a junior purser was the old Lucania, which he joined some 30 years ago. In time he became purser aboard the Carinthia, Berengaria, Mauretania and more recently the Georgic. During his seven years' service aboard the Mauretania he became well known to thousands of Americans, particularly in the latter years of the ship's service, when she was engaged almost entirely on cruises to the West Indies.

During the World War Johnson served in the British Navy. He now holds the rank of Paymaster Commander in the Royal Naval Reserve.

Congratulations

to England and to the Cunard White Star Line

Bon Voyage

to all who are sailing on the maiden voyage of the greatest ship ever,

"Queen Mary"

•

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The Fashion Store for Men and Women in

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BON VOYAGE BOXES, BASKETS, HAMPERS

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BASKETS . . . . . $2 and up
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Chocolates and Bon Bons, 85c lb.

We Mail to Every Steamer

Mrs. Thomas' "Always Good Taste" Candies

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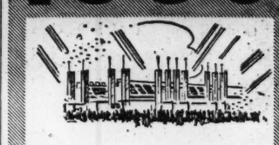
CLEVELAND WILL BE THE VACATION CITY for 1936



• Plan *now* to spend your vacation in Cleveland this summer. Here you will have the largest exposition and amusement center ever available in this section of the country. Cleveland will be celebrating its centennial with the

GREAT LAKES EXPOSITION

This great exposition is to be a trade fair for industry, an exposition for education, a gay play center for amusement. There will be special excursion fares, and good highways lead from all directions into Cleveland.

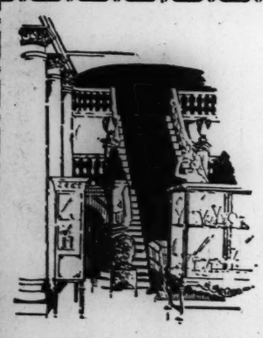
Cleveland's most colorful, comfortable and convenient hotel is—

HOTEL CLEVELAND

—only a step from the Exposition entrance. Rooms from $2.50 for one, $4 for two. Four restaurants with breakfasts from 25c, lunch from 40c, dinners from 75c.

Connected by covered passage with the Union Passenger Terminal and 2000-car Terminal Garage.

HOTEL CLEVELAND Cleveland



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NEW 1936 CHEVROLET

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People today want a car that's absolutely safe. And the 1936 Chevrolet is the *safest* car that money can buy, for it's the only low-priced car with New Perfected Hydraulic Brakes.

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Wise buyers also want complete overhead protection . . . a Solid Steel one-piece Turret Top . . . the strongest top made. This feature also is exclusive to Chevrolet in the lower price range.

KNEE-ACTION GLIDING RIDE*

And when you're riding, you naturally want the smoothest and most comfortable ride known. That means the Knee-Action Gliding Ride*! Only Chevrolet brings it to you at low cost.

GENUINE FISHER NO DRAFT VENTILATION

Here's another comfort and safety feature which is found only in this one low-priced car. It scoops in breezes on warm days, and prevents drafts on cold days.

HIGH-COMPRESSION VALVE-IN-HEAD ENGINE

It's sensible to save money, particularly when you can get the finest performance along with the saving. Chevrolet's High-Compression Valve-in-Head Engine—exclusive to Chevrolet in its price range—gives unequaled performance with economy.

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Drivers prefer it for still another reason . . . Shockproof Steering* . . . a feature which makes driving effortless. *Follow America's judgment—buy Chevrolet—the only complete low-priced car!*

ALL THESE FEATURES AT CHEVROLET'S LOW PRICES

$495 AND UP. *List price of New Standard Coupe at Flint, Michigan. With bumpers, spare tire and tire lock, the list price is $20 additional. *Knee-Action on Master Models only, $20 additional. Prices quoted in this advertisement are list at Flint, Michigan, and subject to change without notice.*

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GENERAL MOTORS INSTALLMENT PLAN—MONTHLY PAYMENTS TO SUIT YOUR PURSE

Vastness of Record-Size Liner Best Seen In Study of Details of Interior Plan; Passengers Well Accommodated

Because of her intricacies in construction, and modern uses of latest naval architectural advances, the Queen Mary, Britain's masterpiece of shipbuilding, in cross section makes an interesting study.

Compared to the 813-foot dirigible Von Hindenburg in length, the Queen Mary stretches out 205 feet longer to 1018 feet. Now for a glance at her from top-deck down to her keel.

Just behind the first stack is space for deck sports, promenade and deck tennis courts. Forward of this stack is the "forbidden" chart room, wheel room, officers' quarters and the bridge. Passengers come up here on invitation only.

The "Sun Deck," which is the first below the sports-promenade-tennis deck, contains a veranda grill, aft of the mainmast, officers' accommodations, a cinema projection room, gymnasium, and even a squash racquets court. Then farther forward is the wireless receiving room and a few particularly well-appointed suites and staterooms.

"Promenade Deck"

Next deck down is the regular "Promenade Deck," where morning constitutionals and after-tea walks will be common. Here, walking forward, passengers pass through the ballroom, the comfortably appointed lounge writing rooms and into the shopping center. There is a main hall here as well. Just forward is the children's playroom—a welcome haven where traveling parents may leave their youngsters to the capable hands of trained nurses.

The "Main Deck," reached either by walking or elevator, holds most of the tourist accommodations. This is the third deck down. It also contains many cabins and suites. The Tourist lounge, writing rooms and library are the center attractions on this level and are just beneath the after stack.

"A" deck also has a tourist lounge and is largely composed of staterooms and suites. Up forward directly below the wheel house and bridge are the third class hairdressers, a recreation room and lounge. Rope stores and the famed "forecastle" are below the winches at the bow. "A" deck also houses the Purser's office.

Play Room

"B" Deck holds the regular hairdressers salon, a third-class children's play room, many more staterooms and bedroom accommodations.

"C" Deck below the mainmast is the tourist dining salon with the baker's shop just forward. Kitchens, grill, and china pantry are all on this level. To go forward private dining rooms and the spacious "restaurant" invite the passengers to dine when they can tear themselves away from the other entertainment.

"Let's Swim"

"D" Deck, houses more of the crew, holds a fruit ripening room, ice cream pantry, vegetable and salad room, butcher's shop, grocery store and ship's hospital. The swimming pool is just below and between the forward and second stack on this deck. The tourist swimming pool is aft below the mainmast on Deck "F."

"E" Deck houses the crew forward and many third-class cabins.

On "F" Deck deep in the ship is the tourist baggage room, a garage, mails, a linen store, and the various elevator wells.

"G" Deck even deeper down and one removed from the very bottom is the general baggage and mail storage center. And below that—if a tour were conducted—the passengers would find the hold, all the machinery; boiler rooms, "fan rooms," turbo-generator rooms; the propeller shafts; aft and forward engine rooms, shining with polished metal; and the general cargo all neatly and tightly packed.

And for the benefit of anyone who may think this is the very bottom there is still another—the double bottom—between any cargo and the deep blue sea.

All that one visitor who made as rapid a trip of the modern "Queen of the seas" could say when asked what he thought of it was: "Some ship!"

Floating Art Gallery

A floating gallery of the fine arts, all-electric kitchens, color-change lighting features, special movies for the children, the most powerful engines ever put into a ship, 50 varieties of rare woods used in paneling public rooms and staterooms, telephone communication with all world centers, two interior swimming pools, 21 elevators—these are but a few of the high spots of the Cunard White Star superliner Queen Mary.

The new contender for the Atlantic blue ribbon is 1004 feet in length along the water line, and 1018 feet in length over all; 118 feet wide, 135 feet high from keel to the top of her superstructure. The gross tonnage of the ship is 80,773. It has accommodations for 2075 passengers.

Although, in each of her three types of accommodation, the Queen Mary has reached an apex of spaciousness, comfort and luxury, the designers and builders emphasize that she is still essentially a ship sturdily constructed to withstand greater stresses and strains than she is ever likely to encounter. Of course, the superliner is equipped with the most modern appliances for safety and safe navigation.

Interesting Features

Some of the outstanding and unusual features of the big ship follow:

Air-conditioning will be used in the Queen Mary to a greater extent than ever before aboard ship. Three great rooms, the main restaurant, the largest room afloat, the main lounge, which will also be used as a cinema and legitimate theater, and the tourist-class restaurant, will all be completely air-conditioned.

Much attention has been paid to ventilation, too, with fresh sea breezes brought by forced draught from the upper deck to all staterooms, where direction and quantity of fresh air are under the control of passengers. In cabin class, each stateroom gets separate supplies of warm and cold air, which the passengers can regulate to suit their individual wishes.

More than 30 eminent artists were employed to decorate the Queen Mary. Their canvases, sculptures, metal and glass work will be seen generously scattered through all three classes of accommodations. While the art on display is predominantly of the vigorous younger school, the ship is a floating gallery representative of all British art of today.

Electrified Kitchens

The kitchens of the liner have been electrified to an amazing extent. With the single exception of the charcoal grills all cooking and baking is done electrically. Charcoal was kept for the grills because nothing can quite replace the flavor of steaks or chops prepared over a charcoal grill.

Electricity furnishes the motive power for the curious "Mechanical Molly," an automatic maid-of-all-work that can wash, rinse, polish and sterilize thousands of dishes in an hour, without smashing even the most delicate china. Electricity also operates machines to slice bacon and bread, to make coffee, to burnish silver, to measure tea, to mix dough, to break ice, to cut butter, to burnish the bright metal on the ranges and ovens, to press ducks, to divide dough into rolls, to grind coffee, to clarify fat and to cut foods.

Almost 350 safety-deposit boxes will be available for rent to passengers who wish to protect expensive jewelry or other valuables.

Deck for Canine Guests

A "dog hotel," featuring 26 kennels for dogs, and equipped in the most sanitary style, has been provided on the sports deck. Each kennel, raised off the level of the deck and fitted with a portable wooden floor will be provided with hot and cold running water, steam heat and a ventilation system similar to that enjoyed by passengers in their staterooms. An exercise deck 80 feet long is set aside for the exclusive use of these canine guests.

The Queen Mary's engines are capable of approximately 200,000 horsepower. They are necessary to insure dependable regularity of service throughout the year. The Queen Mary will make a round-trip voyage, with necessary stop-overs on each side, every two weeks, summer and winter, sailing from New York every alternate Wednesday. She is designed to be an all-weather, all-year-round ship.

Practically every room in cabin class boasts a private bathroom. Approximately 80 per cent of the tourist-class rooms have private toilets adjoining and a number of private bathrooms are also featured in this class.

Liner Has 12 Decks

There are 12 decks, the promenade deck being 750 feet long, equal to the overall length of the famous Mauretania.

The height of the forward funnel is 70 feet from the boat deck and 180 feet from the keel. The other two funnels decrease in height. Elliptical in shape, their greatest diameter is 36 feet and their circumference about 100 feet.

In the various kitchens there are 200,000 pieces of crockery, 100,000 items of tableware.

Engines Are Cushioned

"Cushioned" engines, similar to those in use on modern automobiles but installed on a gigantic scale and with certain obvious modifications, are used in the Queen Mary. Instead of being riveted directly to the bed-plating, the foundations in the engine room are "sprung," thus eliminating vibration.

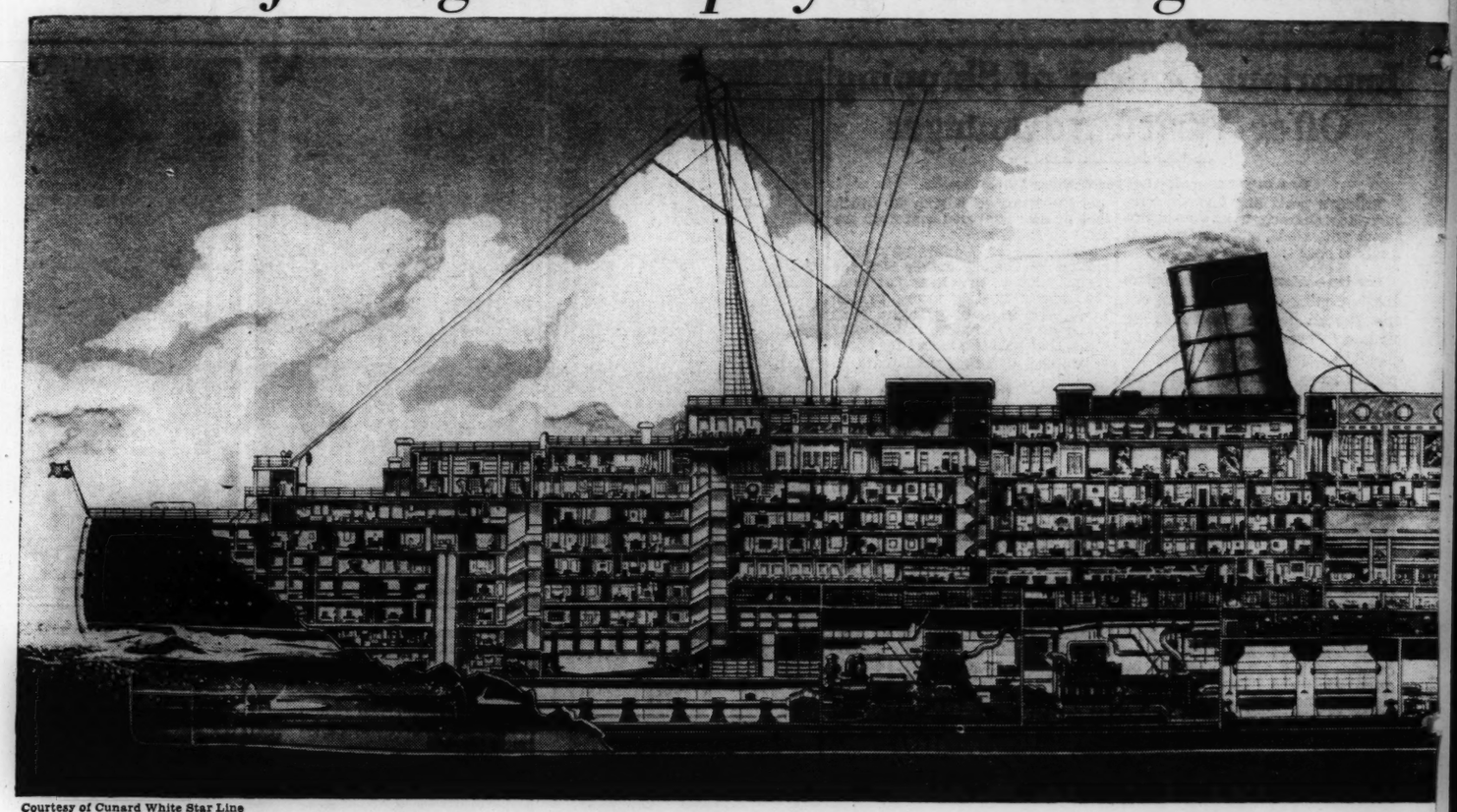
The ship can be bunkered in less than eight hours.

The hull is protected by a double bottom for the entire length of the ship.

The public rooms throughout the ship total 25.

There is a sound-proof studio for

Skill of Designers Displayed in Fitting Facilities



Courtesy of Cunard White Star Line

Diagrammatic Cross Section of the Queen Mary Showing the Extensive Accommodations Provided

Detailed explanation of the diagram is cont

A Sister Ship?

"We have now entered the era of the two ship Atlantic weekly service which marks a striking contrast to the four ship weekly services of the pre-war period and to the three ship weekly service of more recent times. It is devoutly to be hoped that the experience gained in the two ship schedule and in the working of the Queen Mary may lead to the construction of her sister ship."—Lord Stonehaven at the Institute of Naval Architects in London, April 1.

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Special to The Chr

Statistics are not al concerning the Queen M hension of the liner's gr

Length over-all,
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Beam

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FIFTH AVENUE NEW YORK

Happy Landing . . .

. . . as the Queen Mary sails on her maiden voyage, B. Altman & Co. extends this wish and congratulates the fortunate passengers who are making this historic trip. When you arrive in New York we cordially invite you to come and see our new

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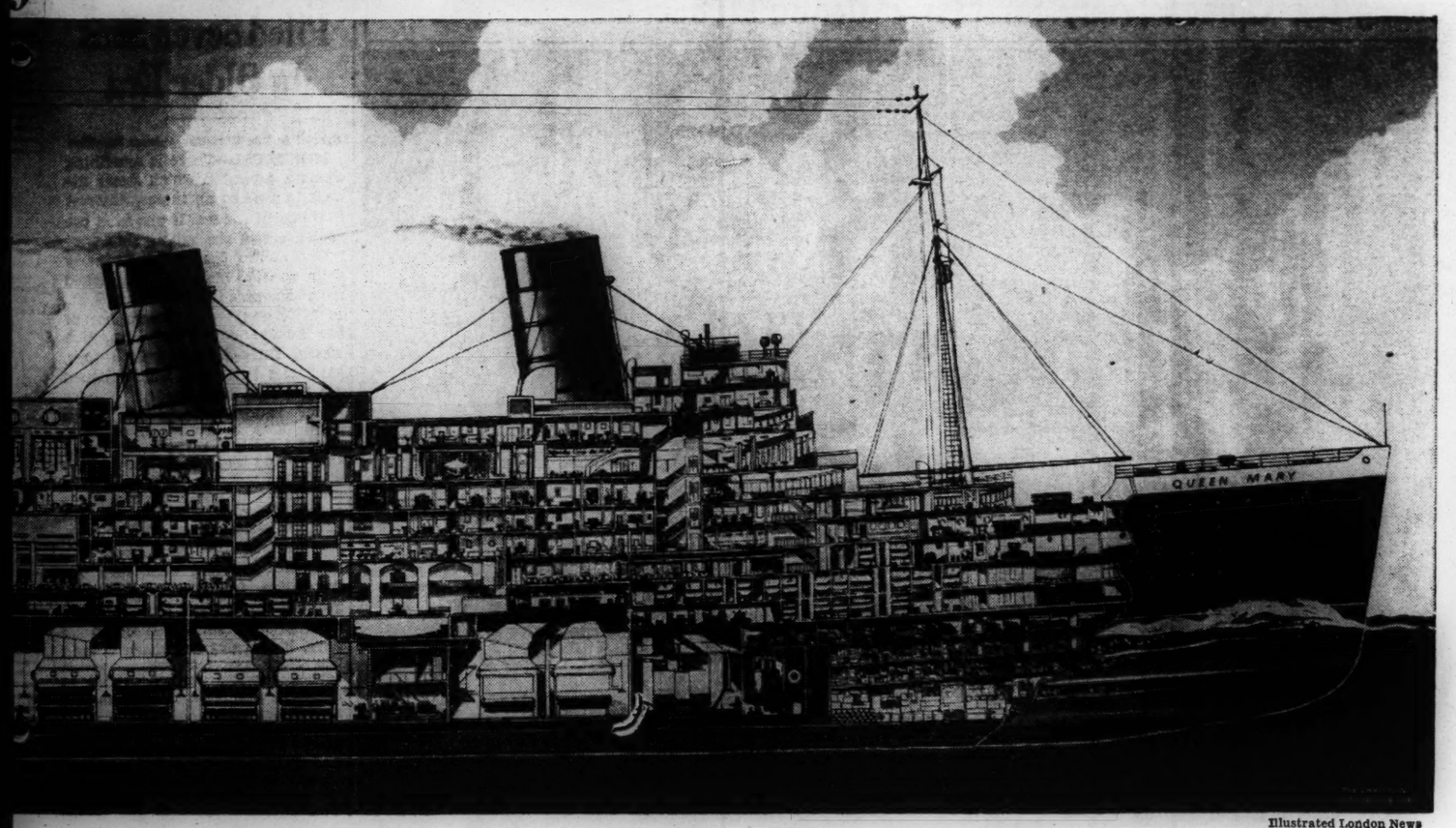

Illustrated London News

...n the Vessel and Emphasizing the Economical Design Which Permits Fullest Utilization of Space

...in the accompanying article on this page

...e Huge Size ...Superliner

...Science Monitor

London
...colorful, but those
...give a quick compre-
...ize.

1018 feet
1004 feet
118 feet
...:
...re, 135 feet
180 feet
234 feet

...ort rehearsals, for practice use ...traveling virtuosi or singers or ...broadcasting to the United ...tes or Europe.

...here are separate gymnasiums ...cabin and tourist class passen-... The main gymnasium is 36 by ...eet.

...he children's playroom in cabin ...s is described as "the most fas-...ting room of the kind ever de-...d for any ship." There are addi-...al playrooms for the younger ...engers in tourist class and third ...s that are almost as attractive. ...he drawing room, on the prome-...e deck, will be the Queen ...y's church on Sunday.

Wavelengths Used

...he main hall is 111 by 70 feet. It ...tains the shopping center of the ... The window display show is ...he promenade deck. Here is lo-...d a smart haberdashery and ...hing shop, a book shop and ship-...hore telephone booths.

...here is a fully equipped stage in ... main lounge. Here plays or mo-... pictures may be given. There ...om to seat 400. It may be quickly ...red for dancing.

...he Queen Mary is a floating ...dcasting station. Exceptional ...ipment, including four transmit-..., makes it possible to broadcast ...oncert or speech that is being ...n in one of the ship's public ...ms. This broadcast may be ...ed up by American and British ...ions for retransmission. The ...'s station makes use of 32 differ-...wavelengths, linking the ship at ...with all parts of the world.

...he colored lighting system used ...he ballroom and veranda grill ...he Queen Mary is based on a ... invention whereby the color ...s of illumination are controlled ...matically by a microphone sit-...d at the front of the orchestra ...form. The lighting control, ...ch is hooked up with the loud-...ker system, is such a new devel-...ent that it is hardly known on ... The lighting is directly and ...matically affected by the pitch ...he notes played or sung. For ex-...le, a high note will immediately ...uce color lighting of utmost ...iance.

...mong the rare woods used in the paneling are petula, zebrano, bubinga, makore, tiger oak, patapsko, pomla and blackbean.

The long gallery has 22 windows which look out on the promenade deck. This is typical of the pains taken by architects to make the whole ship as far as possible a "daylight ship."

The main restaurant is the largest room ever built in a ship. It extends the entire width of the Queen Mary, 118 feet, and is 160 feet in length. It contains 18,720 square feet. It seats 815 persons. Four private dining rooms connect with it.

The principal tourist lounge is situated on the main deck and forms an entertainment center for tourist passengers on a scale never previously attempted.

The proportions of the room are in themselves impressive, the length being 80 ft. and the width 70 ft., while the center space over the dance floor is 16 ft. in height, extending upward from the main to the promenade deck.

A magnificent dance floor in parquet is provided, 33 ft. long by 28 ft. wide, and the stage will be 20 ft. long with a depth of 8 ft. from back to front, with a proscenium 27 ft. wide by 16 ft. high.

Cinema Theater

There is a large cinema screen with the latest "talkie" equipment. When arranged as a cinema, the lounge accommodates an audience of 388 persons, while the accommodation of the lounge when in ordinary use is 210.

A special feature has been made of the theater, lighting system, which is fully equipped with color-changing effects, spotlights and footlights. There is a silver curtain, floodlit by color-changing effects. In front of the lights is a pit containing further colored lights, covered with white artificial flowers, which appear by reason of the lights below to change color to match the curtain.

The general lighting of the room is obtained by concealed cornice fittings over the dance floor and surface fittings to the lower level ceiling. Ventilation is by the Thermotank system.

Gaiety and Color

A gay and bright effect is the main theme of the decoration, the whole of the lounge above the dado being covered in colored hide in shades of silver green and biscuit, with decorative motifs symbolizing music, life and dancing in a refined and dignified treatment. The dado of the room is carried out in rich specially selected Thuya burr, figured birch and maple, with a rubber skirting in black to facilitate easy cleaning.

Additional ornament is supplied by the delightful decorative cartoons painted on hide by Margot Gilbert. There are 28 windows in this room, all the metal work being carried out in silver bronze.

The floor is entirely covered with thick Wilton carpets surrounded with parquet borders, the carpets to be flush with the parquet.

The furniture includes a wide range of comfortable easy chairs, settees, card and periodical tables, while well-fitted writing tables are arranged conveniently in recesses. A special new type of cinema chair designed both for comfort and easy stacking is provided when the room is being employed for this purpose.

Giant Propellers Climax Era of Transport

LONDON—Four bronze propellers, weighing 35 tons each and so delicately balanced that they can be turned with a touch of the hand, drive the new monster of the seas, the Cunard White Star liner Queen Mary.

Completion of these giant screws —each nearly 20 feet from tip to tip—mark a century of progress in the development of the propeller. These giants of the latest and most graceful of the Cunarders is a far cry from the crude, wooden single screw invented by a slow-spoken Kentish farmer on a spring day in 1836.

Largest Propellers

The largest ever cast for any ship, these propellers were constructed in the foundry which supplied screws to the British navy. To insure absolute safety, their makers shipped them from London to Glasgow by sea, rather than rail, over a distance of 600 miles.

With the latest and biggest outgrowth of the screw propeller successfully wrought, British shipbuilders can glance back to the year 1836 when the Kentish farmer, F. Pettit-Smith, of mechanical bent, patented his wooden screw.

By coincidence, John Ericsson, the Swedish engineer who later was to design the Monitor of Civil War fame in the United States, took out a patent on a similar device that same year.

Both inventors fitted their products to ocean-going ships three years later. Pettit-Smith placed his in the 232-ton Archimedes, which attained a speed of 9½ knots an hour while steaming around the British Isles. Ericsson's boat was called the Robert F. Stockdon, and the tests proved decisively the superior economy and power of the screw.

Admiralty Tests

In 1843, the Admiralty decided to inaugurate this radical change in naval vessels and constructed H. M. S. Rattler, which developed a speed of 10 knots under screw propulsion. But the Admiralty could not fully accept the screw propeller without an exhaustive test. H. M. S. Alert, a sidewheeler with equal power, was brought out and tied stern to stern with the Rattler by great lengths of cable. There followed the greatest tug-of-war in the history of the British Navy as the Rattler dragged its furiously churning opponent backward over the course.

This spectacular trial won over the British Admiralty, but shipping concerns continued to build paddlers for 20 years more. The first screw-driven Atlantic liner, the Mammoth, was launched in 1844 by the Great Western line. Later rechristened the Great Britain, the ship, with her 2000-horsepower, developed a speed of 11 knots in trials and could do 12 when pressed.

Record Falls

The Great Britain steamed over the Atlantic to New York in 15 days, trimming her time by one day on the return trip, but this fell some hours short of the best time of the paddle-wheelers. The Cunard line continued with wooden-paddlers for a time, launching the Scotia in 1862, the last of all the paddle-wheelers. She consumed enormous quantities of coal and proved too expensive.

The first Cunard screw-propelled ship, the Russia, had considerably less horsepower than the Arabia, one of the most powerful Cunarders, but she soon captured the mythical Blue Ribbon for speed in crossing the Atlantic and gained great popularity as well.

The Queen Mary's quadruple screw's portray the great development of the screw propeller over a hundred years. The first full-powered twin-screw steamer was launched on the Thames in 1862, but shipowners did not fully accept the idea until 1881, when the Notting Hill proved the advantage of the twin screw upon the Atlantic.

Faster and Faster

The greatest liability presented by the single screw—a broken shaft—was somewhat lessened by this development, for engines were becoming more and more powerful and liners were steadily approaching 20 knots. In 1889 The City of New York averaged 20¼ knots with a twin screw, yet makers persisted with the single screw until near the end of the nineteenth century.

The Carmania, built in 1905, supplied the Cunard line with experimental data on triple-screw turbines, at the same time introducing new luxuries in ocean travel at a higher rate of speed. Then came the Lusitania and the Mauretania only two years later, each equipped with quadruple screws. Both ships set new records of 25½ and 26 knots. It was predicted that a faster vessel than the Mauretania could not be built.

Acres of Power

Now comes the Queen Mary, the greatest of all Cunarders. The propelling machinery for the Queen Mary is the most powerful ever constructed for any liner. Spaces reserved in the ship for turbines, boilers and auxiliary machinery equal the whole length of some present-day Atlantic liners.

The combined length of the four sets of engines exceeds 200 feet and develops approximately 200,000 horse power. Five great rooms are needed for the 27 enormous boilers, while the main steam piping from boilers to engines would reach 2500 feet if laid in a straight line.

Rapid-Change Main Lounge Offers Theater, Ballroom, or Place for Luxurious Ease; Illustrates Comforts Aboard Ship

LONDON — Extending from the starboard to the port promenade deck, the vast main lounge of the Queen Mary affords cabin passengers a broad panorama of the Atlantic Ocean, and at the same time combines cooling sea breezes with modern air-conditioning.

Located in almost the exact center of the promenade deck on the new Cunard-White Star liner, the lounge is 90 by 70 feet, with its ceiling three decks high. On port and starboard, the room is lighted by windows—32 in all—13 feet in height.

Even Temperature

Throughout the four seasons, this room will be kept at a temperature of approximately 70° Washed air, evenly moistened and tempered to the desired degree is distributed throughout the room by one of the most complete air-conditioning systems ever installed on shipboard.

Designers, in planning this newest luxury liner, have included a stage in the Main Lounge, complete in detail. The proscenium is 26 feet wide and 22 feet high. Technicians, experts in the requirements of the theater, have provided a complete lighting system with spot-lights and color-change effects. This provides for concerts, or perhaps dramas and vaudeville sketches made up of talent enlisted from among the passengers.

Rapid Change

At a moment's notice, the lounge can be changed from a theater or concert hall to a motion picture house at which 400 persons can comfortably be accommodated.

Special care was taken by the designers to provide the most favorable acoustics for the pre-release sound features to be shown aboard ship.

Ordinarily, the main lounge will be used as a place of quiet repose. The walls paneled in maple burr, with red and gold hues predominating in draperies and carpets, lend a cheerful and restful color scheme to the room. The rugs are shaped like huge leaves, tastefully colored in vivid autumn tints.

A beautiful parquet floor has been installed here for dancing. It is in this room that the grand balls will be held.

Rich Appointments

The type of art work selected for this room fits in harmoniously with the other appointments. Over the proscenium, a large gilt relief entitled "Symphony" comprises figures symbolic of music, dancing and the arts. The work of Maurice Lambert, a young sculptor of vigorous style and a master of technique, it is executed in bronze—chased, burnished, gold-leafed and lacquered. Over the four pairs of double doors, two forward and two aft, the sculptor wrought two-figure groups, with musical instruments and birds.

Rich gilt finish on all the metal work greatly enhances the decoration and gives an effect of extreme brilliance as light is caught on the burnished gold and reflected throughout the room. Large mantlepieces over electric fires are carried out in gold and onyx; the dado is of the rare makore wood.

The ballroom on the promenade deck, cabin class, is 35 ft. long, 50 ft. wide and 12 ft. 6 in. in height. and is provided with a parquetry floor 30 ft. long by 34 ft. wide, with an inlaid wood border. On the starboard side will be a raised platform 35 ft. long and 16 ft. wide, for tea and refreshments, balanced by a similar corresponding platform for the use of the orchestra. Each of these platforms will be a foot higher than the level of the dance floor.

Special attention has been paid to the treatment of the windows which on the forward and aft walls are in the form of mirrored panels with decorative motifs, whilst on the port and starboard sides the windows are illuminated from inside with etched and engraved glass motifs. There are two smaller side windows forward and aft draped with heavy dress curtains with fine gauze immediately over the glass.

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The telephone service between the Queen Mary and the United States and Europe is refined by every device known to the art and is protected as to secrecy by means of scrambling and unscrambling the spoken words as they flash across the water. Through New York and London, telephone connections may be established between the telephones on board and about 93 per cent of all the telephones in the world.

Fast radiogram service to the United States, Europe and to other ships is assured by the fact that the powerful transmitters covering a wide range of frequencies are equipped for automatic, high speed operation. In fact, the passenger aboard the Queen Mary will be quite in touch with the world, for the great ship is truly to be one of the world's ranking communication centers.

On the bridge is a new type Radio Direction Finder, an important aid in navigating the ship, also supplied by the International Marine Radio Company.

The range of marine radio installations made by the International Marine Radio Company runs from small trawlers to such large liners as the Berengaria, Majestic and now the Queen Mary. It also installs marine radio beacons and airplane radio beacons.

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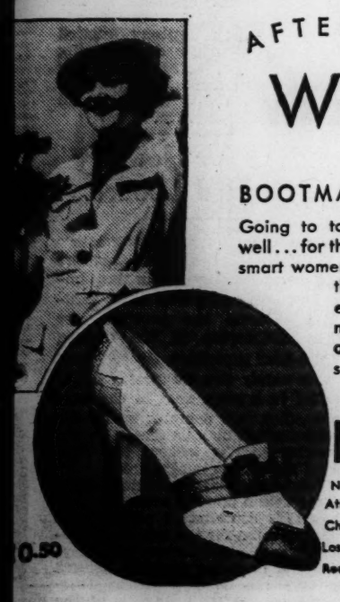

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Britain Regaining Lost Ground In Shipbuilding

By a Staff Correspondent of The Christian Science Monitor

LONDON — That silver streak, Britain's shipbuilding headquarters, the Clyde, has taken on activity not known since 1929 along its 20 miles of sheltered length.

Much the same applies in those other great British shipbuilding yards, namely on Belfast loch in northern Ireland and on the rivers Tyne, Tees, Wear, Mersey and Thames in England.

Spidery cranes are moving and solid hulls are rising against backgrounds of wharves and mudflats where for five years the bittern, the gull, the snipe and the wild duck have been in largely undisturbed possession.

The Old and the New

Unemployed in tweed caps still stand about the wharves—many of them well on in years—men who in fair weather and in foul in the past hammered in rivets and caulked seams by hand, tasks which are now all done mechanically. An automatic punching machine cared for by a man and a boy today bores easily in minutes rivet holes that once took a whole gang hours of hard work to make. Riveting is done without hammering and by hydraulic pressure, caulking is performed by an apparatus that one pair of hands can tend.

The work-trained artisan has given place to a younger school-taught and more smartly dressed generation that spends its leisure at movie pictures and at football matches instead of in the drinking saloons. It is a generation better housed and more temperate, though perhaps also possessed of less manual skill than that which it has replaced, a generation that travels by bus or bicycle to trim bungalows in garden suburbs, sometimes 10 miles from the yards, instead of sheltering in slums close at hand where squalor and its satellite, the drink trade, tended to go hand in hand.

It is a generation that has left stranded the one that preceded it. This is for two reasons. Much fewer hands than before are needed to build a ship upon modern lines, though the vessel be infinitely better formed and more complicated in its machinery than the one it has displaced.

It has become a commonplace, too, at least upon the Clyde, that 50 per cent of prewar demand is the utmost that the shipbuilder of today can hope to see restored. Yet, even if there should be a return to full preslump output, a large proportion of the workers is expected to remain unemployed.

Out of 157,230 insured persons in British shipbuilding and ship-repairing on Feb. 24, 1936, there was a total of 56,027 unemployed, being 36.5 per cent of the whole, a higher proportion than in any other major industry in the United Kingdom. This, however, was 16,860 better than a year previously when nearly half of the insured workers were idle.

Assisted by Subsidy

The action of the United Kingdom Government in allotting £2,000,000 last year and a similar sum for 1936 to help tramps (cargo vessels not running on fixed routes) has encouraged owners to build new tonnage. Increased demand for additional tankers (vessels for carrying oil) has also arisen. Nevertheless it is estimated that about half of the United Kingdom's berths for building new vessels are still unoccupied.

One effect of competition in the British shipping trade has been that owners have been breaking up old vessels, and especially cargo carriers, at an unusually rapid pace. The British tonnage built in or before 1920 now constitutes only one third of the total afloat. Two years ago it amounted to 40 per cent.

Mr. Alexander Shaw, chairman of the Peninsular and Oriental Steam Navigation Company, said at the last annual meeting of that shipping concern, "under modern conditions of rapid improvement in methods of propulsion and in other directions and under present conditions of severe foreign competition, 20 years is nearer the mark for the useful life of a liner than 25 would be."

Low Return on Investment

Out of 7,395,524 tons of British shipping afloat only 1,499,954 tons were built prior to 1916, most of the older vessels being liners.

Regarding the extent to which shipbuilding is a paying business an examination conducted by the Shipping World, Britain's premier weekly maritime journal, shows that the average return on capital earned by the leading concerns during the past 10 years has been less than 1½ per cent on the £42,000,000 of capital employed.

Last year the average return on ordinary capital was only 0.52 per cent, on preference shares 1.94 per cent and on the ordinary and preference shares combined 1.26, rates which are not sufficient to attract fresh enterprise into the industry.

A contributive cause to the depression in the British shipbuilding industry has been increased German competition in consequence of the monetary policy pursued by the Reichsbank.

Under this policy British firms selling goods in Germany have been to a large extent prevented from bringing German payments home in the form of money. They have thus invested their credits in that country in German goods and especially in ships which they have been free to take away.

A quarter of a million tons of new shipping which would ordinarily have been built in Britain is today under construction in Germany for British owners. The attention of the British Government has been directed to the fact but no remedy has yet been found.

Similar causes have been at work with other foreign shipowners. It has thus come about that whereas in 1914 the proportion of work in British shipyards placed by overseas shipowners was 25 per cent of the whole, last year the corresponding proportion was only 14 per cent. This means that British yards have now to look much more to the home market than in the past.

Where Money Is Being Made

Such big demands are being made upon the shipyards in connection with the Government's naval rearmament policy that a shortage of skilled workers is expected. This has raised the question of dilution of labor, a problem on which negotiations between the Government and the leaders of the British Trade Union movement are in progress.

The contention of organized labor here is that such arrangements must be made so as to prevent the competition of hastily trained labor from injuring the prospects of trade union workers who have had long years of apprenticeship behind them.

Most British shipyards now have sufficient tonnage under construction at or below cost price to keep their best men engaged. They have, therefore, begun to try to raise prices to levels which shall at least cover depreciation. At the same time, in consequence of improved prospects, wages have advanced all round.

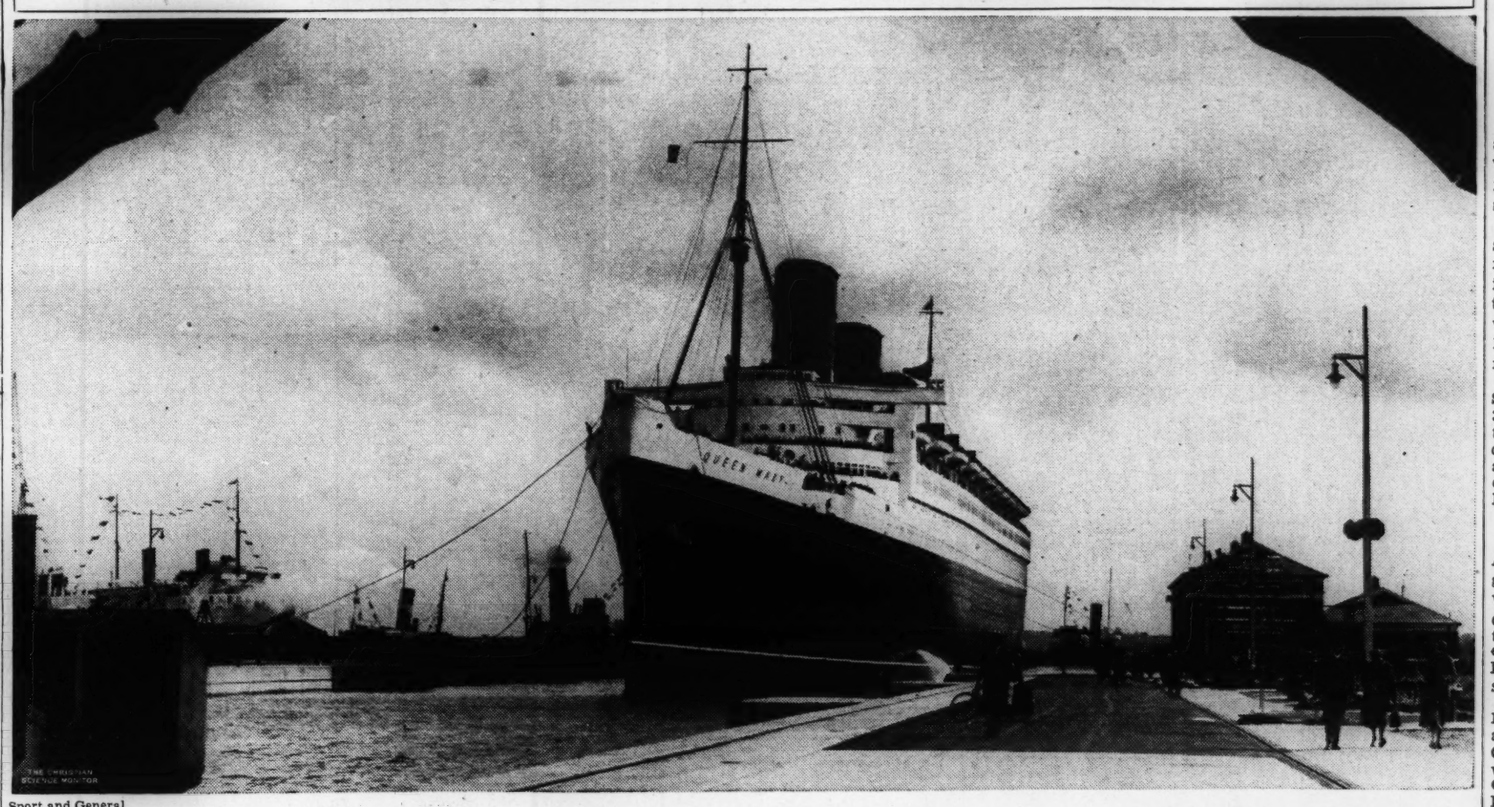
Price for Ships Rising

The result of these factors has been that the price of new ships is now 20 per cent higher than in 1930, most of this rise having taken place in the last nine months of 1935.

Capital appreciation upon vessels built by shrewd shipowners in the last five years at bottom prices has therefore been considerable, though owing to lowness of freights, such appreciation may not yet have become capable of being capitalized in the form of income.

Nevertheless, so much cheaper to run are modern vessels as compared with older ones, and so small is now the proportion of world tonnage possessed of this advantage, that better times are confidently looked forward to, at least in the case of countries like Britain which have scrapped out-of-date ships consistently.

Grooming the Queen Mary for Her Atlantic Debut



Sport and General

Water in the Huge Graving Dock at Southampton Was Let Out and the Liner's Hull Scraped and Painted to Remove Any Unnecessary Resistance to Speed

Ancient Civilizations Built First Floating Palaces

By a Staff Correspondent of The Christian Science Monitor

LONDON — With luxury deck houses, marbled rooms, bronze baths, mosaics on the decks, statues by famous artists round the rooms, libraries filled with rare books, and covered promenades lined with vines and fruit trees, a vast ship lifted gently in the Mediterranean swell —no, not recently, but nearly 2000 years ago.

Carried 4000 Oarsmen

Evidence of the existence of such ships, sometimes doubted, is fairly conclusive. Vessels of this size are said by ancient historians to have been built for the kings of Macedonia, Alexandria, Sicily and Asia. At the bottom of Lake Nemi, in Italy, the remains of a huge luxurious vessel have been found.

The historian Athenaeus reports that Ptolemy IV, King of Egypt, had a boat with two heads and twin sterns, which carried 4000 oarsmen and 3000 marines. It was stated to be 420 feet long, 79 feet deep and 57 feet abeam.

Athenaeus never saw this vessel of Ptolemy's and was relying on hearsay, so it is probable the boat became enlarged through a magnifying glass of words.

Ships Blared With Jewels

But another historian, Suetonius, backs up the evidence of Athenaeus with a description of Caligula's boats, of about 40 A. D., which sank in Lake Nemi. They were "huge vessels, blazing with jewels and with parti-colored sails." And Suetonius had been endorsed by modern research.

The Lake Nemi relics excited discussion for many hundreds of years, but were so embedded in the lake bottom that they could not be raised. Divers went down early in this century and announced the remains to be those of two gigantic vessels, probably about 450 feet long.

Since the ships could not be raised, Signor Mussolini had the lake drained, a process which took two years to complete and was finished in 1931. Then Caligula's galleys came to light. One was small, but the second one to be recovered was about 230 feet long and 80 feet wide. It was apparent from the remains that both galleys had been fitted out with every conceivable luxury.

Noah's Ark was the first big ship. According to some calculations, the Ark, if the measurements are correct, was 450 feet long and would today have been of 15,000 registered tons.

Designed Like Water Birds

But the earliest information that can be authenticated regarding the art of boat building comes from Egypt. Some claim that it was the Nile that cradled the ship and that China and Burma and Scandinavia grew to understand shipbuilding from the teaching of Egyptianized travelers.

The early Nile boats were river craft. They were small and fragile. They had been designed as waterbirds without feathers, with necks like swans and sterns like ducks. Their sails were useful only when the wind was directly astern.

But the Egyptians certainly went to sea in the years around 3000 B. C. They first voyaged to Crete and Phoenicia. In 2800 B. C. there was an Egyptian expedition down the Red Sea.

Work of the Norsemen

From the Mediterranean, however, the history of shipping swung north to Scandinavia. The Norsemen discovered secrets of real shipbuilding which were forgotten when the Norse culture waned, such as the sloping of the underwater part of the hull to reduce resistance of the passage through the water.

But before the northerners learned to make boats they had to hew them out of trees. The first "big" boat ever discovered was found in an English village. It must have been made from a tree 18 feet in circumference, the branches of which did not begin for over 50 feet, a vast tree for northern Europe.

In this vessel there is no evidence of metal at all, although it had been patched and caulked where it had sprung a leak. Historians declare it was probably shaped, and the tree from which it came cut down with stone implements.

King Alfred Built Navy

For some time these northern vessels remained small, however, although the art of building fast and seaworthy ships grew apace. King Alfred, whose fame to many who remember early lessons most easily is connected largely with confectionery, built the first English navy, which consisted of many hundreds of small boats. But they were large for their day.

In 897 Alfred engaged the Danes at sea and beat them. And King Edgar was able to boast in 960 A. D. of having a navy of 3600 vessels.

From that time on Britain and the North built fast ships rather than big ships, although evidence of the unquenchable thirst of shipmakers for the honor of building large boats comes from records showing that in the time of Henry I, there were two vessels lost with 400 passengers aboard.

Huge Venetian Ship Built

Now history switches back to the Mediterranean, where the art of building big boats revived. In 1172 a huge Venetian ship entered the port of Constantinople and brought the populace running helter skelter down to the shore to watch her. She took 2000 refugees aboard.

Perhaps the most interesting point about this ship was that it had three masts, and was one of the first large ships with real rigging. It was not until 300 years later that the three-masted ship with six or eight sails ousted the one-masted carrack of northern waters.

From then on shipping development went forward naturally. The world was opening up. Wars and colonial demands brought new ideas onto the drawing boards of the ship designers. Finally trade really ousted war as the big ship's excuse and great grain and tea clippers spread their sails to race with the winds across the entire world.

Big Sailing Ships Plied Seven Seas In Older Era

Special to The Christian Science Monitor

MONTREAL—There is something about a supership which seems always to awaken an intense interest in things of the sea. It was so in the golden era of the sailing ship.

One of the finest of these early ships was the Marco Polo launched from shipyards in Saint John, N. B., in 1850, and was a forerunner of the famous clipper-ship era. She was a three-decker of 1600 tons, 184.1 feet in length, and designed for the East India trade.

Her maiden voyage was from Saint John to Liverpool, on May 31, 1851, with a cargo made up of timber and scrap iron. Records indicate she made the trip in 15 days and then returned to Mobile, for a cargo of cotton, arriving back in Liverpool after a passage of 35 days.

Entered Australian Trade

From there she went into the Australian trade carrying immigrants from England and made the voyage out from Liverpool in 76 days, like time being made around the Horn on her return which earned for her on her arrival in Liverpool the title of the fastest ship in the world.

After roaming the seven seas, the Marco Polo came back to Canada and was wrecked on the beach at Cavendish, P. E. I., in August, 1883, when carrying a load of timber from Quebec. Some relics of the Marco Polo are preserved in the New Brunswick museum in her native city.

Many other fine ships followed the Marco Polo from Saint John shipyards, the White Star line contracting for four from these yards of six to be built in the province, to carry mails from England to Australia. They were the Ben Nevis, White Star, Mermaid and Shalimar. The White Star was claimed to be the largest merchant ship afloat at that time, being 284 feet in length on deck. Nova Scotia also contributed some fine ships in the days of sail.

Work for Shipwrights

Prince Edward Island also contributed her quota of sailing ships as did likewise Quebec, eastern Canada having made a name for itself for the many fine ships that came from those shipyards. During the World War old-time shipwrights again picked up their tools to construct sailing ships to augment the fleets which carried munitions across the ocean.

Today, where once the frames of sailing ships rose from the stocks in Saint John, a huge drydock, one of the largest in the world, and a steel shipbuilding plant is located, and likewise in Halifax, N. S., is a large drydock and plant for building steel ships. Another large drydock and shipbuilding plant is located at Quebec.

The Famous Bluenose

Wooden shipbuilding is still carried on in eastern Canada, particularly in Nova Scotia. Along the southwestern shore of the province, where the line of the Canadian National Railways threads in and out of the various picturesque fishing towns and villages, following along the coast for its entire length, and particularly at Lunenburg and Shelburne, one can see fishing schooners being constructed, while Shelburne has also contributed some fine yachts.

That the present-day shipwrights have not lost the art of their forebears who turned out some remarkably fine and fast ships, the performance of the famous Bluenose, international fishing schooner champion, which is a product of Lunenburg yards, and the yachts constructed by Shelburne builders testify.

Berengaria Selected As Grandstand For The Queen Mary

Special to The Christian Science Monitor

SOUTHAMPTON, Eng. — Easter week end, time when all England goes on vacation for a few days, brought great crowds to this port to see the Queen Mary.

At first the Cunard White Star officials were regretful that they could not do much to aid the visitors, because the vessel had not then been handed over to them and was the property of John Brown & Co., the builders.

But then somebody, and England does not know who it was, had a good idea and the Berengaria was turned into a grandstand, at a shilling a visit.

It is now estimated that 22,000 persons paid their shillings and went to see the Queen Mary from a vessel somewhat approaching her own height.

The Southern Railway carried 20,000 visitors to the docks during the vacation period. Meanwhile the owners of small boats made considerable hauls with their trips in the Southampton water.

Safety for Jewelry Provided Aboard

Special to The Christian Science Monitor

LONDON—Transatlantic travelers who carry jewelry, securities, important documents and other valuables welcome the provision for their safekeeping in the Cunard White Star superliner, Queen Mary.

The safety deposit system is installed in a room next to the purser's office, and contains nearly 350 lockers which may be rented by the passengers. The lockers are fireproof as well as burglarproof.

There are also four large safes in the Queen Mary. The second purser's safe contains 32 pigeon-holes holding boxes for the use of passengers. The lids are secured by a key-lock and passengers will be allowed to take the boxes to their staterooms for private inspection of the contents.

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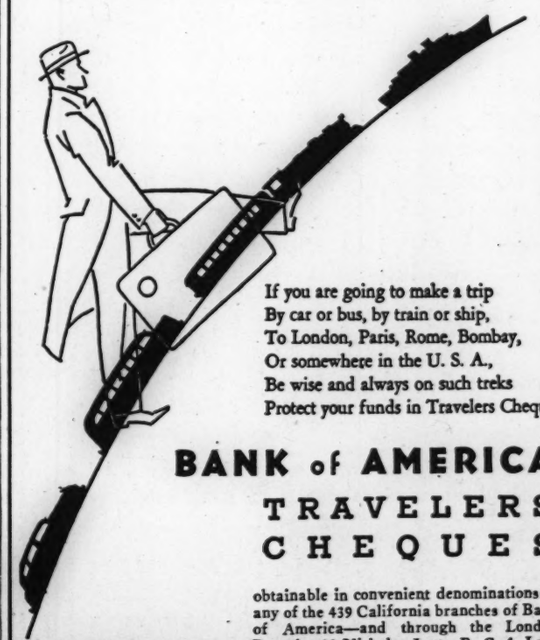
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Training Ship Boys Raise Efficiency

By a Staff Correspondent of The Christian Science Monitor

LONDON—In the Medway at Rochester aboard the Arethusa, training ship where boys in needy circumstances are fitted for the Royal Navy and the mercantile marine, there is now at times an air of great seriousness—the young sailors are out to prove themselves this year the most efficient collectively of any group of cadets.

The boys are spurred on in this effort by the exceedingly good report made by the Admiral Commanding Reserves last year, who had noted a greatly improved standard of efficiency among them.

Praise From Commander

"I was very much impressed with my inspection of the Arethusa this year," the Admiral Commanding Reserves declared, "and I consider that she has reached a distinctly higher standard than at my last inspection.

"A very large number of boys enter the Royal Navy," he added, "from this training ship, and I feel sure they will be an asset to the service, due to the excellent training they receive on this ship.

"Last year I complained that their drill was bad, but there has been a most marked improvement in this respect."

Proud of Their Ship

The Arethusa boys are extremely proud of their ship. Last year 120 of them—the ship trains 240 at a time—passed into the Royal Navy, a number only once before exceeded. Of these 18 were successful in the advanced class. Another 54 boys entered the merchant service.

An example of how the best of the boys from the ship rise in their careers was given in an interview at the central London office of the Shaftesbury Homes and Arethusa Training Ship.

An official told of a high naval officer who had dropped in when passing by Shaftesbury Avenue to say a few words to those in charge of the "office end of the business." He had come back to see old friends, really. For not so many years ago he had been brought along to the office in charge of a policeman, an ill-kempt and destitute boy with nowhere particular to sleep.

"Rose From the Ranks"

The urchin was trained and educated until he could rise to a high and responsible position. But he never forgot the institution that gave him his chance.

His case was typical of the very start of the Arethusa. It all really started at a supper given in 1866 to some homeless boys in an old carriage factory in Seven Dials, Soho. Lord Shaftesbury, president of the National Refugees Society, held the dinner for these urchins. He asked them if they would like to be trained as sailors if they were given the opportunity. It seemed as if they were all waiting for that opportunity.

In the same year the frigate Chichester was inaugurated as a training ship for homeless lads. In 1874, through the generosity of Baroness Burdett Coutts, the vessel Arethusa was obtained from the Admiralty.

A Famous Ship

This Arethusa was a famous ship. She had been laid down as a 50-gun frigate in 1845, and had the distinction of being the last ship to go into action entirely under sail. This was in the Crimean War, at the bombardment of Odessa.

For 59 years the Arethusa was moored in the Thames, off Greenhithe. Then she was condemned as unfit for further service. A new vessel had to be obtained and the site, on account of increasing river traffic, was moved into the Medway.

The new Arethusa is a four-masted steel barque, previously the Peking, one of a famous line of sailing traders.

Appeal Made for Funds

The new vessel is of 3191 tons and the Shaftesbury Homes had to pay £2 a ton to obtain her. A special appeal for funds has been made, as, with the price of the new site and alterations to the inside of the ship, the total sum needed is somewhere nearer £40,000.

On board the boys are trained in seamanship, swimming, navigation, compass and helm, signals, anchor work, knots and splices, algebra, logarithms, measures, history and geography.

They also learn a lot more. They learn, among other things, to become men.

Snapshot From Scotland

Special to The Christian Science Monitor

GREENOCK, Scot.—A youngster, accompanied by his father, an amateur photographer, upon looking at the Queen Mary, was prompted to ask:

"Hoo do ye manage to tak' such a big boat, wi' such a wee camera?"

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It's Fine at Sea But They Like the Shore

Boys of the Arethusa Leave for Vacation

Trade, Shipping Gains Sought For Eskimos of Greenland

Special to The Christian Science Monitor

LONDON—Permanent benefit to the Eskimos living on the coast of East Greenland is expected to result from the archaeological work done by the East Greenland 1935 Expedition.

If trade and navigation are to be developed, it is essential that the Eskimos spread out more than at present in order to arrest the decrease in population, in the opinion of Mr. Augustine Courtauld, well-known explorer, expressed to members of the Royal Geographical Society in London, recently, when describing the work of the expedition.

Mr. Courtauld was a member of the original Watkins Expedition to Greenland in 1930-31, when he spent five months doing meteorological work in complete isolation in underground quarters cut into the ice.

Blubber Lamps Used

The 1935 expedition carried out excavation work at Irminger Fjord, a northerly settlement which the Eskimos ceased to inhabit many centuries ago. From their finds members of the expedition concluded the Eskimos are living the same sort of lives as they had done 1000 years ago—mostly in skin tents lighted only by stone blubber lamps and spending their days hunting and fishing.

The construction of the houses which were excavated showed the numbers of the Eskimos had been gradually lessened. The common oblong houses had been made smaller by a dividing wall. In most cases the houses even then had proved too large for the decreasing families and had been subsequently subdivided again. Conditions pointed to the fact that the decrease had been slow, and it was felt therefore that only hardness of the conditions and isolation could have accounted for it.

Would Be Halfway House

A winter party of five men and two wives which the expedition left on Skaergaard Peninsula had two families of Eskimos with them to help with the hunting and fishing.

Mr. Courtauld said he hoped this would be the beginning of a permanent Eskimo settlement.

"If we could persuade them to settle once more in Kangerdlugsuak," Mr. Courtauld said, "there is good reason to expect that trade and navigation could be started as this would make a halfway house between Angmagssalik and Scoresby Sound."

Named for Rasmussen

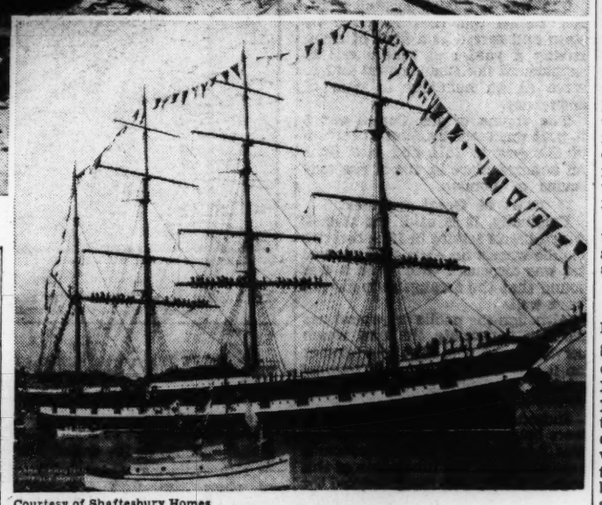
Mr. Courtauld told how the other part of the expedition, the Inland Party, aimed to climb to the highest known point in the arctic, a peak in the Watkins Range in Rasmussen Land, These mountains, the biggest mountain mass in Greenland, were discovered by H. G. (Gino) Watkins in 1930, while carrying out an air survey flight for the British Arctic Air Expedition.

They have since then been seen by other airmen making flights over Greenland, including Col. Charles A. Lindbergh. The territory in which the range lies has recently been named by the Danish authorities, Rasmussen Land, after Dr. Knud Rasmussen who in 1933 mapped the region by means of photographs taken from the air.

A tribute to the British and American explorers is now recorded in the map of Greenland in which various features of the landscape are called Watkins Mountains, Watkins Fjord, Courtaulds Fjord, Courtaulds Glacier, Lemons Mount, and Lindbergh Glacier. These were a result of the 1930 and subsequent expeditions.

The 1935 inland sledging party set out from Irminger Fjord on Aug. 7 and after an arduous journey, partly on skis and partly on sledges, about 100 miles distant, in nine days.

Describing the journey to the summit, Mr. Courtauld said: "We had at first nine men and two sledges, the men pulling the sledges and after five days' hard pulling in soft snow, we were about halfway to the Watkins Range. Three men and a sledge were then sent back and six carried on."



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Gallant Services of British Lifeboatmen Write Notable Record Covering the 112 Years Since Institute's Founding

By Staff Correspondents of The Christian Science Monitor

LONDON—For two years a girl here had been badgering her relatives for farthings; scarcely anybody likes farthings, except drapers and bakers, so the girl collected 500—but she didn't change them and buy candy, she gave them to the Royal National Lifeboat Institution, whose books now record the receipt of her 10s. 5d.

The R. N. L. I. depends entirely on such voluntary contributions. So now those farthings have become avenues of safety for those in danger from the sea.

Last year 498 persons waiting in wrecked ships watched lifeboats struggle slowly through the swollen seas toward them, ultimately to bring them to safety.

Busiest Year Since 1916

The storms of 1935 gave the men in the service of the R. N. L. I. the busiest year since 1916. About 140 more persons were rescued than in 1934, itself in many ways a record year. Last year, too, shows a larger average of launchings per lifeboat station than any other year of the institute's history.

There were 378 launches of lifeboats to vessels in distress. The wildness of the seas threatened destruction to many vessels, pounding relentlessly on the decks and breaking through the hatches. Of these ships in distress, some of which went down or were broken to pieces on the rocks, 55 were nevertheless saved by the lifeboatmen, the largest number for 20 years.

There were other vessels also threatened by the storms. Lifeboats stood by, escorted to safety, or gave aid to more than 200 boats.

Foreign Vessels Helped

The seas are the international highways of the world; although the great majority of these vessels rescued and these lives saved were British, the Royal National Lifeboat Institution's boats set out many times to the help of ships oof other countries. There were 16 foreign vessels aided, belonging to 10 countries. From them 114 persons were brought to safety. The boats were also called out to help 13 other foreign vessels, but in these cases help was eventually not needed.

Of the 16 vessels helped, three were Swedish, two French, two German, two Belgian and two Greek. The other five were from the United States, Holland, Norway, Iceland and Danzig.

The R. N. L. I. reports that 1935 was notable for the large number of services to yachts and fishing boats. Lifeboats went out to the help of 32 sailing yachts, 13 motor yachts, and one steam yacht in distress, rescued 44 persons from them and helped to save 26 of the yachts. They also went to the aid of fishing boats on 126 occasions, rescuing 133 fishermen and saving 26 boats.

Medals for Gallantry

The institution awarded 11 medals for gallantry during the year. The bronze medal was awarded second-coxswain George Pow, Devonshire lifeboatman, who took command of a motor lifeboat in the absence of the coxswain when, in ferocious seas, three men were rescued from a helpless fishing boat.

The silver medal was awarded Mr. A. C. Jones, honorary secretary of the lifeboat station at Barry Dock, Wales, who took command in the absence of his coxswain and rescued the crew of the French schooner Goeland which, with sails and rigging overboard, was drifting in a gale rapidly toward the rocks. The lifeboat rescued the last man aboard the schooner one minute before it struck the rocks and began to break up. For this work the crew of the lifeboat won medals also.

There are many more tales of heroism told round the coasts of Britain. For most of them, all the institute is able to do is to record them in figures. Up to the end of 1935 the institute had given rewards for the rescue from shipwreck of 64,411 persons since it was founded in 1824.

That figure means an average of 11 persons saved every week for 112 years. It means 112 years of constant watchfulness, of heroism, often unrecorded, and of unselfishness.

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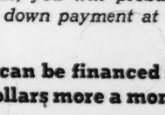

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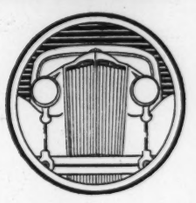

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2 Packard 120 upkeep and service costs are low

The Packard 120 is probably the most service-free car in America. And such service as you *do* need is inexpensive. For example, a Packard 120 dealer recently kept records of all maintenance charges on 71 Packard 120's while they travelled a total of 450,000 miles—*and found the average cost per owner was less than three dollars.*

3 Packard 120 lessens the penalty of style depreciation

Before you buy any new car this Spring, ask yourself this important question: "How long will it be before this car is out of style?"

This question is important because loss of style means loss of identity and identity destroying style changes are the biggest cause of motor car depreciation. If you buy a Packard 120, you are protected against such loss, for you are buying a car made by a Company that has for 30 years held to a policy of protecting its owners against needless style depreciation. Because Packard adheres to one basically beautiful design, *a Packard 120 stays a smart car, not just for months, but for years.* Years hence, it will still be recognizable as a Packard, still be a car you are proud to own and drive.

4 Packard 120 can be purchased almost as easily as one of the lowest-priced cars

A recent survey conducted in several cities revealed that down payments made by Packard 120 buyers averaged *only* $87.50 after allowance had been made for their used cars. If your old car is of more-than-average value, *you will probably have to make no down payment at all.*

5 Packard 120 can be financed for only a few dollars more a month

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6 Packard 120 has scored an unprecedented success

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The children's playroom in the cabin class is 40ft. long, 18ft. wide and 12ft. 6in. high. Each of the fine large windows is 8ft. wide and 12ft. 8in. high, grouped with three windows in the center bay and one on each side.

The room falls naturally into three divisions—a general center section with sections on each side devoted to the particular play requirements of boys and girls.

One of the most popular features in the room will undoubtedly be the chute, leading down from the boys' side to the center of the room. Access to the summit of this is obtained by a stairway on the boys' side, or alternatively by a specially designed climbing box which can be used by small children with perfect safety.

A brightly painted sentry box near here will appeal to the military-minded, while others may prefer the Wild West atmosphere provided by a primitive log shack concealed below the stairs.

Real Aquarium

Another delight is a miniature aquarium with real tropical fish, near which there is also a model cinema theater which children can themselves control by press-button displays of color and comedy films.

The main features of the girls' section is a large doll's house, well-supplied with furniture and cooking utensils, and some charming settee bookcases with a long table.

Joys of the playroom itself are much enhanced by the colorful and highly imaginative decorative designs painted on the walls by George Ramon.

Amusing Murals

Alongside the chute is a procession of animals imitating the children sliding down, one of them risking his neck on a penny-farthing bicycle. Near by are some comical ducks, and a teddy bear lamenting the loss of his balloons while another bear laughs at his misfortune.

On the balcony the story of the Three Little Pigs is vividly portrayed in paintings on sycamore, while the ceiling is ornamented with a radiant sun, a Man-in-the-Moon and many twinkling stars, carried out in illuminated glass.

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Tiny Craft of 1812 Broke Trail For The Queen Mary

Special to The Christian Science Monitor

GLASGOW—Back about a century and a quarter ago, in the beginning of the experience in steam navigation which culminated in the triumphant emergence of the superliner Queen Mary, a tiny vessel made her way down the Clyde to the astonishment and wonder of a group of incredulous onlookers. The little vessel was the Comet.

On her decks a knot of people congregated and no doubt speculated upon the future and the possibilities of the new steamboat. The Comet carried two classes of passengers. The fare for first cabin was 4s. and second cabin 3s. She plied between Greenock and Glasgow in the early stages of her career.

Became a Jaunting Boat

Although she succeeded in making seven miles an hour and thus shortened the time on water conveyances then available, she was not financially successful. Her owner was obliged to take her off the route and make her what he called a jaunting boat which would sail round the shores of Scotland, England and Ireland.

She was a quaint looking craft. Her funnel was held in place by stays and served as a kind of mast, having a yard and square sail to supplement her steam power and to serve as an auxiliary in case of emergency.

The engine of the Comet was 3 h. p. It was made by John Robertson of Glasgow in 1811 and now finds an honored place in one of the museums of London.

Start of Great Industry

Originally, it is said, the Comet, which began service in 1812, had two paddle wheels on each side, but one set was dispensed with when it was found that the arrangement did not work well.

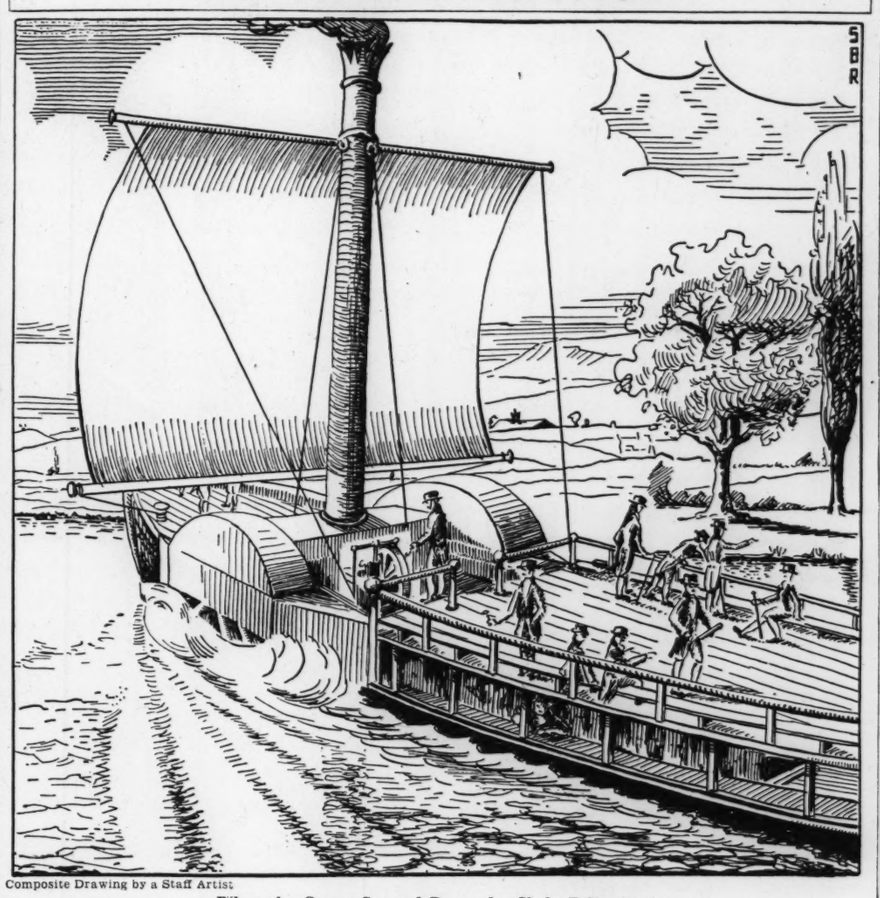
Although the public in general was slow to appreciate the new steam service, once the idea had caught on it was not long before a number of paddle steamers were put into course of construction.

Indeed, athough many sailing ships were built on the Clyde before steam was adopted and the Comet came into existence, the innovation of this type of conveyance really marked the beginning of the great shipbuilding industry on the river.

Greenock and Port Glasgow were then famous for the products of their yards, but the real development of shipbuilding on an extensive scale only came with the application of steam to navigation. Since then the Clyde, dredged and improved in many respects, has gone from triumph to triumph until such liners as the Aquitania and warships like the Hood and Renown have been constructed in the yards on its banks.

The little Comet, which marked a departure in the system of navigation in Europe, in the end crashed on the rocks of Craignish Point, but her 3 h. p. engine was salvaged and is now on exhibition in a London museum.

Britain's Pathfinder in Steam Navigation



Composite Drawing by a Staff Artist

When the Comet Snorted Down the Clyde Folks Fled

The Famous River's First Steamer Presented a Strange Appearance in Contrast to the Queen Mary of Today. It Had a Thin High Gunnet—a Sail Attached to Help the 3-Horsepower Paddle Engine When the Wind Was Favorable

Knots in Steamer's Log Line

By a Staff Correspondent of The Christian Science Monitor

THE achievement of a superliner as immense as the Queen Mary represents many steps of progress since the first commercial steamer carried passengers across the Atlantic.

The following are some of the nautical milestones along the way:

1812—The Comet, the first steamer to carry passengers commercially in Europe, began running between Glasgow and Greenock.
1814—Steamboats for the first time appeared on the River Thames and began to play between Liverpool and Glasgow.
1819—Paddle steamer Savannah, built in Georgia, U. S. A., crossed the Atlantic to Liverpool in 25 days, steaming and sailing.
1833—The Royal William, a wooden paddle steamer, relying entirely upon its engines, crossed the Atlantic from Canada in 19 days.
1835—Sir Francis Pettit Smith began experiments on a pond at Hendon, Eng., with a toy steamer driven by a screw propeller instead of by paddles.
1838—The British Government agreed with Samuel Cunard, merchant of Halifax, Nova Scotia, for the starting of a subsidized mail steamer service across the Atlantic.
1840—The Britannia, first of Samuel Cunard's four Clyde-built wooden mail steamers, crossed the Atlantic to Boston in 14 days, with Cunard himself aboard.
1855—The 1200-ton steamship Persia set a new standard in all-metal construction, being lighter than any wooden ship.
1857—The Great Eastern, a steamer 680 feet long, was built on the Thames, but proved a comparative failure and was not exceeded in size until the year 1900.
1869—For the first time steamers beat "clippers" (schooner-rigged sailing ships with raking masts) on the voyage between Europe and China.
1885—For the first time there were afloat in the world more steamers than sailing ships.
1888—The City of New York, the first twin-screw ocean liner, was built.
1894—Germany became a keen competitor with Britain in the transatlantic emigrant carrying trade.
1897—Steam turbine introduced by Mr. C. S. Parsons, who went uninvited to a Royal navy review at Spithead in his little turbine-driven yacht Turbinia and outpaced the fastest dispatch boats of the Royal Navy, which then had steam reciprocating engines.
1901—The King Edward, first large passenger vessel with steam turbine engines, built.
1911—The geared turbine to attune with efficient propeller speed installed on cross-channel packets, Normannia and Hantonia.
1912—Internal combustion engine used for the first time on an ocean liner, the Selandia.
1928—Building of the American liner California, the first big passenger ship to be driven by electrical power generated on board by steam turbine engines.
1936—Queen Mary completed.

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MERCHANTS
Low Spring Prices Now in Effect on
Superior Anthracite Coal
Genuine Koppers Coke
Choicest Oils from most progressive Refineries
98 Glenridge Avenue Montclair, N. J.
JOHN BLONDEL AND SON FUEL

Queen Victoria's Bonnet Worn in Costume Fete

Special to The Christian Science Monitor

YORK, Eng.—A bonnet worn by Queen Victoria as a girl was included in a parade of old costumes, ranging from the Georgian period, organized as a feature accompanying a Victorian concert in aid of the Missions to Seamen here.

The bonnet, which was chocolate-colored and trimmed with tiny artificial flower buds, was worn with a white cotton dress with leg-of-mutton sleeves to represent the period 1820. An earlier dress dating back to Queen Anne was of stiff silk, flowered on a sea green ground with panniers.

Revenue Surplus Grows in India As Tide Turns

Special to The Christian Science Monitor

DELHI, India—This is the second consecutive year in which there is a large surplus of Indian state revenue over expenditure.

The Government in consequence is reducing taxation and undertaking new expenditure. Its speakers claim the budgets of 1935 and 1936 as proof of the marvelous recuperative power of India and of a definite return of prosperity. If they are right the rising tide should, barring serious international complications, increase in volume and make India one of the great markets of the world. But critics in business circles are not altogether satisfied that this optimism is based upon sound deductions.

Mixed Voices

It seems strange that voices which can claim to be authoritative should differ to this extent. But the general situation is much complicated by unexpected reactions to recent developments of the Indian policy of discriminating tariff protection for nascent industries.

The Central Exchequer has lost much revenue in the shape of import duties on sugar, because those duties have been raised to so high a level that the market is now almost completely supplied by new Indian sugar factories.

There have also in recent years been imposed several other new taxes. While, therefore, it is natural for government to hail surplus budgets as proof of returning prosperity it is natural also for business men to complain of the continued weight of the new burdens which they have to carry.

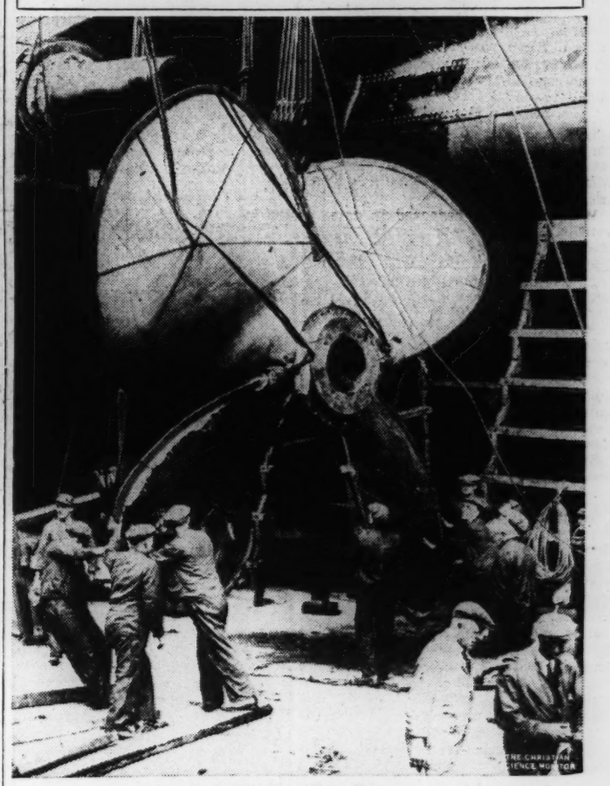
Income Tax Hopes

The protective import tariff has been enhanced for revenue purposes in the past few years. This has encouraged growth of new industries from which the Exchequer hopes to receive a large benefit through income tax.

The provincial or state governments, which are charged with the day-by-day affairs of the greater part of the Administration, are finding themselves meanwhile in budget difficulties.

Economic and financial conditions in India, are thus in a maelstrom of confusion.

A Mighty Churner of the Waves



One of the 35-Ton Propellers

Thousands of Visitors to the Queen Mary When It Was in the Southampton Dry Dock Wrote Their Names on the Blades

Britain and Germany in Lead

By a Staff Correspondent of The Christian Science Monitor

LONDON—Substantial recovery in the world shipbuilding industry and especially in that of Britain, Germany, the Netherlands, and Japan is seen in the British official returns for the three months of January, February, and March, 1936.

The world total of vessels under construction on March 31 was 1,820,114 tons, being 276,961 more than at the end of December last, and the highest recorded since June, 1931.

Britain heads the list with 842,361 tons of which 114,000 tons were for overseas customers. Germany comes second with 317,053 tons, of which 167,544 are for nonhome buyers. Japan was building 150,662 tons, the Netherlands 146,280, Sweden 112,750, Denmark 55,405, the United States 49,760, France 49,558, Italy 25,590, Danzig, 25,260, and Norway 24,544.

Oil tankers under construction amounted to 600,896 tons, of which 160,670 tons were being built in Britain, 148,100 tons in Germany, 73,485 in Denmark, and 15,456 in France.

A noticeable feature of the trade is the largeness of the demand that has sprung up for oil engines as compared with steam engines for marine propulsion. Out of a total horsepower of 1,725,085 of such engines under construction throughout the world on March 31, 1936, 962,530 horsepower were oil engines, 420,945 were steam turbines and only 341,610 of the once popular reciprocating steam type.

THE TEN MILES OF LUXURIOUS CARPETS in the Queen Mary will be cleaned by the Hoover Electric Cleaner. Proud as we are of this new honor, from the queen of the seas, our greatest pride is that it confirms the judgment of more than four million home owners who have chosen the Hoover for the care and protection of their floor coverings.

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. . . it beats . . . as it sweeps . . . as it cleans

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Beware of "Alkali" Hair!

YOU can easily tell "Alkali" Hair. It is dry, dull, lifeless. There are days when you just can't "do anything with it"—the result of modern outdoor life and the use of ordinary soap as a shampoo—but how quickly are these annoying conditions corrected by the use of

Lucky Tiger Foamless Oil Shampoo

THIS marvelous oil shampoo replenishes the loss of natural oils, increases the hair's tensile strength and stops the ends breaking off. As a pre-conditioner for "permanents" it gives most amazing results—rinses out easily, leaving the hair and scalp immaculately clean in a way ordinary soap and water never can. Delightful to use in either hard or soft water. Especially recommended for children, as there is no soap to get in their eyes. Ask your beauty operator for a Lucky Tiger Oil Shampoo, or get a bottle from your druggist.

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Weathering All Storms
A HAVEN OF REFUGE
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American Salvo Awaits Coming Of 'Sea Queen'

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 12—When Sir Edgar Britten, captain of the Queen Mary, brings the pride of Great Britain's merchant marine into New York harbor on June 1 at the end of her maiden voyage, west-bound, he will find a special pier awaiting the great vessel and terminal equipment of the most modern type known to port engineers, the Department of Docks announces.

A dozen contractors and 600 workmen have been busy getting the Queen Mary's American berth ready to receive her, and pier engineers were positive that every detail would be in shipshape readiness by the hour of the arrival of the big vessel here.

In Group of Piers

Jutting into the North River at West Fiftieth Street, the pier belongs to a group of three being completed at a cost of $10,000,000 for the Italian Line, the French Line and the Cunard White Star Line. It is known officially as Pier 90. Construction of the project has been advanced through a federal grant of $1,193,000 by the Public Works Administration.

Special problems created by the great size of the Queen Mary have been met in the design of the pier, according to engineers. One of them was the substitution of elevators for an inclined gangplank. By this system passengers are carried to the proper level and enter the vessel through short, horizontal walks.

Elevators for automobiles and luggage also have been provided, eliminating the necessity of swinging luggage to and from the deck in rope nets. Special elevators will be used for handling the automobiles.

Work Rushed on Elevators

With the shell of the pier shed practically complete, work was being rushed upon installation of the elevators and escalators, while other crews were busy enclosing the extensive passenger quarters and offices.

Three hundred feet of rock were pared from Manhattan Island to make the pier 1100 feet long, and a cofferdam was built to keep back the river while miners blasted rock out of the slip to make it 46 feet deep, so that when the 1018-foot sea queen slips up the harbor from Ambrose Light and into her berth she will have more than 18 inches of water under her keel—as occurred one day with another great liner.

Trip Up the Harbor

And that hour's trip up the harbor is planned to be one of the fullest 60 minutes of celebration ever witnessed beneath the North River's towering skyscrapers.

Welcoming tugs bedecked in gala bunting will bow and bob before the superliner as she majestically moves into Quarantine. Here puffing, straining, snorting tugs will act as official pages, guiding her to her resting place—Pier 90.

Meanwhile city, state, steamboat, and Federal officials—to say nothing of news and camera men—will have scrambled up the perpendicular portholed sides enthusiastically to pump hands, excitedly ask how long the actual trip was, and pose passengers as cameras click and movietone news and radio men speak into dangling microphones.

Salute From Airplanes

Airplanes will drone overhead. Whistles, soprano and bass, will boom forth. Perhaps a fireboat or two will geyser streams of frothy white sea water 100 feet aloft in welcome.

Once 'longside the pier with bands playing, flags flying and handkerchiefs fluttering on deck and on dock, white-coated stewards will first swarm ashore. Then blue-coated policemen will hold back the crowds at the gangways. Electric scooters, piled high with luggage, begin their antlike tasks of depositing the alphabetically marked trunks and bags beneath the A's, B's and C's for the customs men to rummage through.

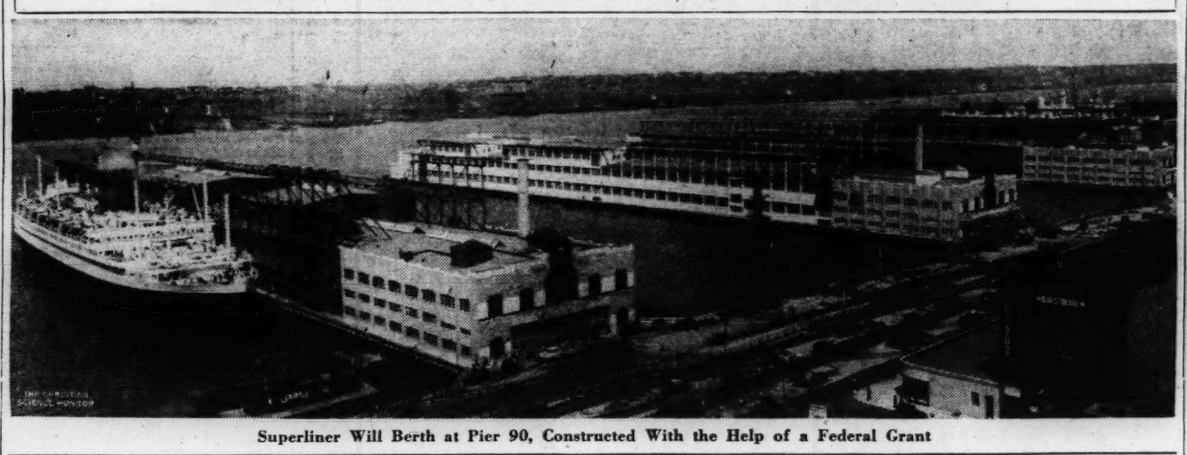
All this and more will be described to the whole United States by radio. And those who stay close to their radios during the voyage May 27-June 1 will hear intermittent programs broadcast from the ship itself.

Broadcasts to the World

The Columbia Broadcasting Company is sending an announcer and a crew of engineers to Britain to return on the maiden voyage and describe the trip to all listeners. It is expected that 10 programs in all will be sent out, including a microphone tour of the ship on May 29 and the final welcome as seen from on board as the Queen Mary moves up the harbor.

Welcomes are a specialty in New York and the Queen Mary's greeting is scheduled to be written into the annals with all the brilliance and all the good will New York—as the welcoming ambassador for the whole nation—can express.

New York Harbor Prepared for Docking of the Queen Mary



Superliner Will Berth at Pier 90, Constructed With the Help of a Federal Grant

London's Visitors Playing Game Of 'Do You Know?'

By a Staff Correspondent of The Christian Science Monitor

LONDON—Left at home while the trains draw out of every London terminus loaded with their neighbors on vacation, some stay-at-home Londoners are playing a game with those holidaymakers who are arriving to visit the capital of the British Empire.

This game is called "Do you know?" The chief merit claimed for it is that it enables the Londoners themselves to see quite a lot of their town without making a formal round of the "places of interest."

The idea behind the game is to find out odd things about the history of London or its buildings and decorations, and then ask friends if they know about these things. The answer being in the negative the places must be visited to add point to the facts discovered.

Smallest House

One of the most unusual questions, it is said, is, "Where is the smallest house in London?" This house is No 10, Hyde Park Terrace, Bayswater Road. It is a little white house, just barely more than one thin window wide, crushed between two of the tall gray and brown buildings of the road. It was erected to conform with the conditions of an eccentric will.

If one is around the Temple district at half-past six in the evening, one can hear an ancient horn being blown. The man who blows it is dressed in uniform and a top hat. This horn has been blown every weekday of the law term for many years, to summon barristers at the Inns of Court to dinner.

Another "Do you know?" which will keep visitors guessing is, "What is on top of the entrance to the West India Import Dock?" The answer is an exact model of an old West Indiaman in miniature, true to scale. Expert seamen were employed in the building and rigging of this beautiful ship model.

Ship's Cabin Vestry

The most unique feature of any London church building, it is claimed, is the vestry of St. Nicholas' Church at Deptford. This vestry is an imitation of a ship's cabin, with lockers and bunk. St. Nicholas was once, it is said, a "sailors' church."

There is still in London a large piece of the old London Bridge, which was covered with houses and shops and even had a chapel in the center of it. This "Do you know?" is in the grounds of Guy's Hospital. It is one of the stone alcoves belonging to the bridge, where voyagers would sit and rest.

The first shelter for cab drivers was the one in St. James's Street. Londoners will tell you that cabs, although not then so called, first plied for hire in 1625. They were originated by a retired seaman, a Captain Bailey, who did not see the reason why those who did not own carriages should have to walk home.

Standard Measures

Another question which may be put to visitors is, "What unexpected things can be found in the granite walls of Trafalgar Square?" The answer is: Standard measures of length. These include a foot, two feet and the imperial yard. The plaque beneath them states that the lengths were placed at this site in Queen Victoria's reign by the Standards Department of the Board of Trade, "by the permission of the Commissioner of Her Majesty's Works and Public Buildings."

Trafalgar Square also includes another question, "Which statue has something wrong with it and what is wrong?" This statue is the equestrian George IV in bronze. It is quite a fine statue and was considered a very great work when it was finished in 1845 by the sculptor Chantrey. It cost 9000 guineas.

But, although the King is shown on a fine horse with a fine bridle, he has no stirrups.

Offices in the Cunard Building Match Liner's Distinction

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 12—The distinction of the new steamship Queen Mary, and the dignity of her welcome to American shores are matched by the beauty of the offices of the Cunard White Star Company in the Cunard Building at 25 Broadway, facing Bowling Green, believed by many persons to be one of the handsomest office buildings in the United States.

The building was opened in May, 1921, and was designed by Benjamin Wistar Morris, American architect, who, incidentally, has had an important part in designing the Queen Mary, having been called in as consultant to the English builders.

The Cunard White Star offices occupy the first four floors of the building, with a big central hall rising to the height of four stories and handsomely decorated with murals by Ezra Winters.

In the center of the floor is a great bronze seal, designed by John Gregory, illustrating the episodes and mythological characters in the travels of Aeneas from ancient Troy to Italy, one of the first great western migrations from old lands to new. Running around the seal is an inscription repeating the parting message of Horace to Virgil when he sailed for Greece.

The center of interest in the great hall at present is a 23-foot model of the Queen Mary, said to be the largest scale model of a ship ever constructed and costing $35,000. It reposes side by side with a scale model of the Britannia, the first Cunard ship to cross to the United States, which sailed on July 4, 1840, 96 years earlier than her celebrated modern sister ship.

There are 300 workers in the Cunard White Star New York offices headed by Sir T. Ashley Sparks, general agent for the United States and director of the Cunard Steamship Company. Sir Ashley was director general of British shipping in 1918 and effected the handling of troops, ammunition and supplies across the Atlantic.

Second in command is Robert H. Blake, general manager for the United States of the Cunard White Star Line. Others on the list of executives include Harold P. Borer, general passenger manager; C. W. Kenick, general freight manager, and John Gammie, assistant general manager.

Mediterranean Port On Palestine Coast Taxed to Capacity

By a Staff Correspondent of The Christian Science Monitor

JERUSALEM — Plans have been drawn up to provide additional quay space for seven more steamers at the Haifa Harbor on the Mediterranean shore of Palestine. They would enable 11 steamers to berth alongside the wharves at one time. The southern part of the harbor is scheduled to be dredged, and it is expected that new transit sheds would also be erected for the increasing trade to and from Palestine.

The changes effected in the harbor area since its completion two years ago have not been adequate to meet the very large increase in the port's traffic, made even larger by the shipments in transit to Iraq and Iran (Persia) and the calls made on Haifa as a terminus of an Iraq oil pipeline.

While the Government has made it a rule, in view of the backward conditions at Jaffa, that certain heavy materials may be landed only at Haifa, provisions for handling the large quantities of goods and storing them lag far behind the requirements In addition, shippers have been clamoring for more efficacious arrangements for the handling of oranges.

Special Fare Plan Fosters Interest Of Teachers

Special to The Christian Science Monitor

LONDON—Special arrangements for teachers to cross the Atlantic cheaply, paying for their ticket under hire-purchase terms, are being made by the Cunard Company, owners of the Queen Mary.

Teachers and educators sailing on the company's boats, tourist class, after June 15 can pay the first installment in October, with the last payment falling due in June next year.

Ordinary hire-purchase terms for transatlantic tickets on the Cunard boats are 25 per cent of the total sum down and the rest extending over any period up to 12 months.

Ishbel MacDonald's Inn Doing Very Well

Special to The Christian Science Monitor

LONDON—So many persons in London have said, "Let's go out and see how Ishbel is doing," that Ishbel has done very well indeed.

Some months after Miss Ishbel MacDonald ceased to be hostess at 10 Downing Street, when her celebrated father left the Prime Minister's residence, she became owner and hostess of the Old Plow Inn at Speen in Buckinghamshire.

The influx of London visitors, especially during week ends, has so taxed the accommodation of the inn that Miss MacDonald has asked local authorities to approve structural alterations and extensions. A new dining room, five bedrooms and a bathroom are to be built.

Students in Gardening To Exchange Posts

Special to The Christian Science Monitor

LONDON — An exchange of student gardeners between Kew Gardens and the Botanical Garden in New York has been arranged by the English-Speaking Union.

Mr. C. J. Collins, student gardener at Kew, is soon to take up his duties for a year at the Botanical Garden, New York. About the same time Mr. Howard Swift, an American student, will be working in England.

The traveling expenses of Mr. Collins and Mr. Swift are being provided by the English-Speaking Union in London and New York respectively.

This is the first time, it is claimed, that an exchange arrangement of this kind has been made between Kew and the United States, though similar schemes are in operation between Kew and Germany, France, Canada and New Zealand.

New York's Program of Honor

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 12—The steamship Queen Mary of the Cunard-White Star Line is expected to arrive off Quarantine about 1:30 o'clock on the afternoon of Monday, June 1, when formalities of welcome, lasting an hour, will begin, after which the vessel will proceed to Pier 90, at the foot of West Fiftieth Street, reaching there about 4 o'clock.

At 7:30 o'clock in the evening, Mayor LaGuardia and his official Committee of Welcome will give a reception and dinner at the Hotel Waldorf-Astoria to distinguished guests, the ship's officers and some of the passengers who are coming from England on the maiden voyage.

Inspections Arranged

On Tuesday, June 2, from 3 until 5 o'clock in the afternoon, there will be a private inspection of the steamship by invitation to a limited number of persons and at 7:30 o'clock in the evening, a reception and dinner on board will be given by Sir Percy Bates, K. B. E., chairman of the Board of Directors of Cunard White Star, Ltd. From 10 until 12 o'clock that same evening guests are invited for an inspection of the ship, dancing and buffet supper.

The public inspection of the ship will start on Wednesday, June 3, from 9 o'clock in the morning until noon, with tickets on sale on the pier only at $1 each from 9 until 11 o'clock.

Turns Eastward June 4

At 1 o'clock, a luncheon will be given on board to transportation officials and foreign consuls and the public inspection will continue from 2 until 4 o'clock.

At 7:30 o'clock that evening, passenger agents will be invited to dinner and an inspection of the ship, and from 10 o'clock until midnight guests will be entertained at inspection, dancing and buffet supper.

In addition to the public inspection on Thursday, June 4, the special events will be a luncheon by the English-Speaking Union, of which John W. Davis is president, at the Waldorf-Astoria to Sir Percy Bates, the officers of the ship and distinguished guests, and a dinner and fashion show at 7:30 o'clock at the Waldorf-Astoria by the Seamen's Church Institute.

At 10 o'clock on Friday morning, June 5, the Queen Mary will slip down the Hudson River and out to sea on her maiden voyage eastward.

Gain in Shipbuilding Gives 31,000 Jobs

Special to The Christian Science Monitor

LONDON—Three quarters of a million tons of shipping is under construction in United Kingdom yards this year compared with 495,543 in 1935 and 1,477,444, the average of the preslump years 1928-30.

There are 31,000 more men in regular work in British shipyards today than two years ago, thus bringing the percentage of unemployment in this industry down to 35 per cent compared with 46 per cent in 1934.

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Commonwealth Avenue at Kenmore Sq.

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Deliveries direct to all steamship lines.

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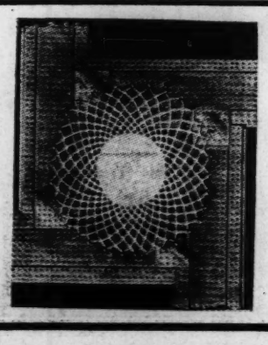

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The Plymouth 4-door sedan is priced within $10 to $15 of the Other Two corresponding body models (list prices at main factories) . . . yet gives you an amazing number of extra-value features. Note the list of features given here for safety, dependability, economy!

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PLYMOUTH BUILDS GREAT CARS

Railways and Resorts Prepare For Tourist Boom

Special to The Christian Science Monitor

LONDON — British railways and local authorities are busy preparing for a record number of visitors from abroad this summer.

The number has been steadily increasing each year since 1931. In 1935, 227,761 tourists came to these shores, a figure higher than those for any year except 1928, 1929 and 1930. In addition, there were 87,983 business visitors.

To encourage the touring habit the Great Western Railway Company is building 124 third-class coaches of a new design, whose chief feature is an observation window, which stretches almost the entire length of the compartment.

Also the London and North Eastern Railway is arranging three tours of the Highlands of Scotland by its celebrated train, the Northern Belle, which includes first-class saloons, restaurant and sleeping cars, with hairdressing saloons, and reading and writing compartments.

Tours in Scotland

Meanwhile, Scotland is preparing to extend its air services. Already it possesses the pioneer British internal regular air route from Inverness to the Orkney Islands. From May 1 a fast service is to link Inverness with Renfrew, the airport for Glasgow. Inverness is also to be joined up with Stornoway in the Outer Hebrides.

Two other services—from Renfrew to Skye, and from Leith, Edinburgh's air station, to the Continent—are also in contemplation.

Another service from the east coast of Scotland to Iceland is under consideration. Air services already in being in Scotland radiate from Renfrew to Mull, the Isle of Man, Belfast, and London.

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Canadian Pacific

Southampton Port Holds Firm Place In Sea History

By a Staff Correspondent of The Christian Science Monitor

Steaming out of her home port, Southampton, the Queen Mary takes a place at the head of a pageant of British history going back for 2000 years.

The mile-broad water between the green slopes of the British mainland where lies Southampton, was one of the earliest haunts of United Kingdom sailors.

From its sheltered reaches half a century before the beginning of the Christian era swarmed brown wicker coracles with leathern bulwarks and raw-hide sails which valiantly though in vain disputed the landing of Caesar's invading legionaries upon the British coast.

A Lesson in Humility

It was on the sand at the edge of a rising tide at Southampton, looking out over what is now that yachtsman's playground, the sail-dotted Solent, that Canute, King of all England, Denmark and Norway, 1000 years later placed his throne.

The occasion was the famous one when this Danish ruler read his courtiers a still unforgotten lesson in humility. Canute affected to bid the tide recede, and—on its failing to obey—removed his own crown in token of the limited scope of the human greatness he stood for in the eyes of his folk.

Later on, throughout ages of medieval chivalry, again and again beneath the ancient "Bargate" in Southampton's battlemented walls, clanked mailed warriors proceeding to and returning from brave overseas adventure of every kind.

In Time of Crusades

In 1189 Crusaders of the forces of King Richard Coeur-de-Lion sailed from Southampton on their way to try to rescue the Christian shrines of Palestine from the Saracen hordes of the Moslem, Sala Din.

In 1345 the Solent heard the shouting of the men-at-arms and archers of King Edward III and his son, the Black Prince, crossing the English Channel to a campaign in which the battle of Crecy resulted in the discomforture of Philip VI of France.

Forts Fell Into Ruin

In 1338 Southampton was itself captured and plundered by a fleet comprising the united might of France, Spain and Genoa.

More peaceful ages followed. The fortifications were allowed to fall into ruin. The "Bargate" was converted to the prosaic purposes of a "Guildhall" or municipal office. In 1620 Southampton saw something even more noteworthy in the fitting out in her harbor of the sailing ships Mayflower and Speedwell, in the first of which the Pilgrim Fathers ultimately journeyed to America.

In the three centuries that have since gone by, the 180-ton Mayflower has given place to the 1000-ton clipper, which in its turn has been the parent of the great steam liners of the twentieth century. Southampton, too, has kept pace. Its wooden wharves have developed into some of the most modern docks in the world.

Choice of Fine Vessels

"If the intending voyager desires to visit North America," says Mr. W. G. Gubbins, clerk to the Southampton Harbor Board, "the largest, fastest and most handsome vessels are at his disposal for New York, Montreal and Quebec (or Halifax and St. John, N. B., in the winter months); if it is the peninsula or to South America, Buenos Aires, etc., or to Africa, South, East or right round that continent, then he again has the choice of the finest vessels in the trade.

"Should he fancy a trip to Madeira, Egypt or a port in the Mediterranean, or, again, to go farther afield, say to Ceylon, India, the Netherlands Indies, the Far East, China, Japan or to the Southern Hemisphere, Australia or New Zealand, at Southampton, whatever his bent, he will find the most up-to-date vessels to satisfy his desires.

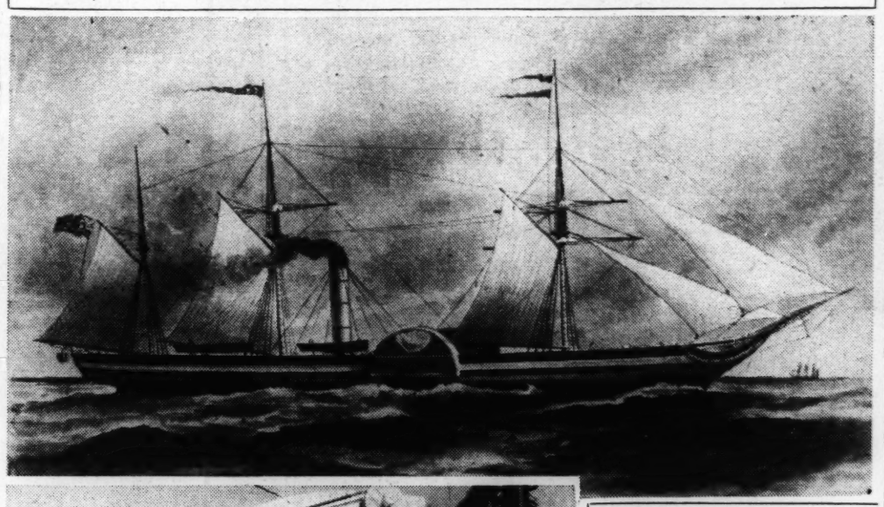
Cross-Channel Steamers

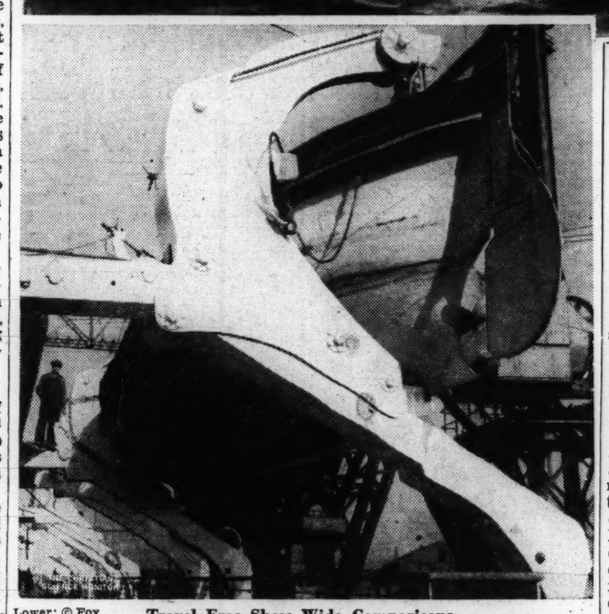
"If he wants to travel to France or the Channel Islands, at Southampton, he will find the very latest of cross-channel steamers ready to take him to Jersey or Guernsey, or if France is his destination to Havre for Paris and for Normandy, and to St. Malo for Brittany, while a visit may be made to Bordeaux and Charente.

"Southampton being such an important port of call, as well as the home port of so many vessels, advantage may be taken of trips to and from the Continent by the finest vessels afloat, i. e., to Cherbourg, Antwerp, Rotterdam, Amsterdam, Bremen and Hamburg."

Thus today, just as was the case 2000 years ago, Southampton remains the chief sea gate for those who would sail from or land in Great Britain.

Modern Lifeboat Exceeds Passenger Capacity of Early Liner





Lower: © Fox

Travel Eras Show Wide Comparisons

Above—The Steam Packet Britannia, Forerunner of the Present Cunard Fleet, Crossing Atlantic on First Voyage in 1840. Lower—One of the Lifeboats on the Queen Mary. It Can Accommodate 145 Persons

Powered Lifeboats Give Maximum Of Sea Safety

Special to The Christian Science Monitor

SOUTHAMPTON, Eng.—Twenty-four lifeboats, 20 of which are designed to accommodate 145 persons each, are carried on the Queen Mary. Each lifeboat is fitted with a Diesel engine. A complete wireless apparatus is installed. The lifeboats are made of steel and are fireproof. Their outfit, which is in accord with the Board of Trade requirements, includes:

Two pounds of biscuits per passenger, a quart of water per passenger, one pound tin of condensed milk per passenger; one tin red distress flares; one oil lamp to burn eight hours, one tin of oil for the lamp, one box of matches in soldered tin, one gallon tin of fish oil, and one canvas bag and line for distributing oil on rough waters, one canvas sea anchor, drag line and tripping line, two axes, one compass with lamp, one set of oars and two spares, one-and-a-half sets of rowlocks, one bucket, one bailer, one mooring rope or painter, and two bilge pumps.

It is interesting, by way of comparison, to note that each of the lifeboats on the Aquitania accommodates 68 passengers, also that the capacity of 145 passengers on each of 20 of the Queen Mary's lifeboats is greater than the total complement of the first Cunard steamer, Britannia.

Heroic Icelanders Rescue British Fishermen

By a Staff Correspondent of The Christian Science Monitor

LONDON—The gallant rescue is reported of 14 shipwrecked British fishermen under conditions of extraordinary hardship off frozen rocks in Iceland.

The heroes of this episode of the arctic appear to have been Icelanders from lonely farms who risked their own safety in quicksands, some of them standing up to the neck in ice-cold water in getting the men ashore.

Boat Went on Rocks

The rescued fishermen told their story at Leith in Scotland where they landed on April 15 from the steamer Briarfoss.

They sailed, it appears, on March 18, from the British port, Grimsby, in the steam trawler Hilaria, their destination being the Icelandic fishing grounds.

A few days later, before fishing could begin, the Hilaria ran onto rocks in heavy weather 70 yards from the shore off the Iceland coast.

Icelanders Saw Flares

The crew lit flares and sent up rockets which attracted the attention of the occupants of a farm five miles distant. They also got a hawser ashore. The Icelanders arrived on ponies and helped the shipwrecked people to land.

Subsequently they provided food and shelter, giving up their own beds to the sufferers. They also found ponies by which Vik, 70 miles distant, was reached. A journey was afterward made 200 miles across the mountains to Reykjavik where accommodation was provided in a Salvation Army Home until the steamer Briarfoss arrived.

Welsh Coal for Canada

Special to The Christian Science Monitor

LONDON—So keen has become competition in the shipping of goods across the Atlantic that Welsh coal is being carried to Montreal at freights which are reported to be some 5s. a ton less than it costs to send similar consignments by train to London.

Subsidies of Britain To Tramp Steamers Help Employment

By a Staff Correspondent of The Christian Science Monitor

LONDON—The annual subsidy of £2,000,000 voted by the British Parliament in 1935 and 1936 to help "tramp steamers" (freight vessels trading on varying routes), is claimed to have worked well.

Mr. Philip E. Haldin, presiding here at a general meeting of the United British Steamship Company, Limited, quoted striking figures showing how the British Shipping Assistance Act which gave this assistance to trade has worked in the case of his own firm.

"All the 25 vessels comprising our fleet," Mr. Haldin said, "are employed. . . . Over 350 more men, comprising officers and engineers, sailors and firemen, are in our service; their cuts in pay are shortly to be restored at a further cost to this company of about £8000 per annum, and £34,330 more has been expended in wages.

"We have been able to spend £22,000 in the shipyards and seaports of the United Kingdom on reconditioning the ship idle so long, and have been able to effect a reduction in arrears of interest on our debentures up to the middle of 1934, which proves the common sense of our debenture-holders in having granted this company a moratorium to ensure keeping these vessels under the British flag. These, then, are some of the numerous benefits to both labor and taxpayer that have been derived from the British Shipping (Assistance) Act."

Plea Made for Subsidy on Pacific Line

Special to The Christian Science Monitor

LONDON—The New Zealand and Australian Governments are in communication with Whitehall for a combined British subsidy to enable running to be resumed of the United Kingdom vessels connecting California with the British Empire islands of the Southern Pacific.

Mr. Alexander Shaw, presiding at the last annual meeting of the Peninsular and Oriental Steam Navigation Company of London, said that it had been decided with great regret to withdraw this service which for almost half a century had linked Australia and New Zealand with San Francisco, owing to its no longer paying.

Design of Staterooms Uses Rare Woods Artistically

Special to The Christian Science Monitor

LONDON — Accommodation for passengers in the cabin class on the Queen Mary is provided in staterooms situated on the sun deck, main deck, "A" and "B" decks.

On looking through the staterooms one is immediately struck with the elegance of treatment and workmanship. The general scheme of decoration depends mainly on differences of color and texture in woods.

Each room has been individually designed by different artists and for restraint in design combined with skillful selection of rare woods, fabrics and carpets, they represent the last word in modern ship luxury. Rare woods ranging from pear tree to ebony have been employed.

Variegated Woods

There are no fewer than 26 separate types of treatment in the staterooms, some of which are all woodwork, while others afford various combinations in woodwork, fabrics, paints and tints.

The forests and timber yards of the world have been carefully searched for the finest-grained and rarest woods, and some idea of the care and thought expended on this tremendous task can be gained from the following selection of some of the decorative woods employed: Quilted maple, Swedish birch, avodire, light oak burr, Japanese chestnut, betula, petula, masur birch, Australian maple, burr ash, weathered sycamore, Queensland maple, mountain ash, yew tree, Canadian birch, figured cherrywood, figured teak, silky oak, zebrano, patapsko, and olive wood.

The rooms are single and two-berth staterooms, and the great majority are outboard rooms with natural light and ventilation from the ship's side. A considerable number of private suites are also available, consisting of sitting room, bedroom, servants' room, box room, and, of course, private bathroom.

Each of the 54 special staterooms on the main and "A" decks is designed on a definite decorative scheme in itself and has employed the finest craftsmen in England. New and distinctive features provided in some cases include peach glass and python skin fabrics.

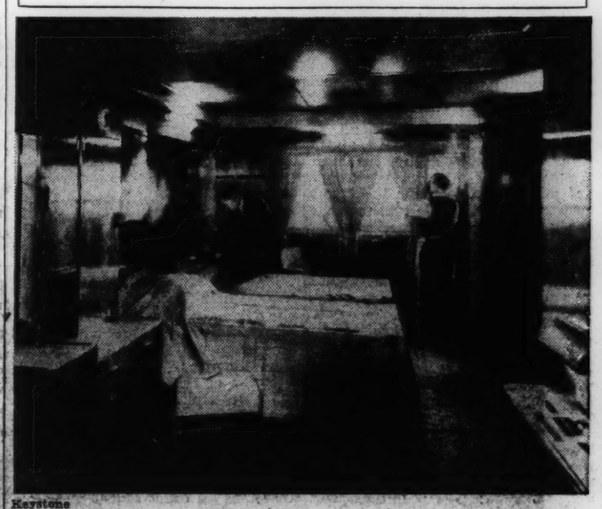
The beds themselves are of wood construction in a plain and dignified design, and in most cases the bedheads are skillfully recessed in niches. Supreme comfort will be assured by the fact that in every case the mattresses will be supported on specially designed upholstered bases of a box-spring type.

Metal Concealed

A striking feature, noticeable throughout all the stateroom accommodation is the almost complete absence of visible metalwork. A special composition has been employed for all door handles, coat-hooks, etc., which harmonizes with the color scheme, is warm to the touch and remains clean indefinitely. All doors are flush with the walls without moldings or beadings of any description, and the few metal articles considered essential are of a nontarnishable material. All alleyways are lined with a light polished wood and the skirtings meet the floor with a specially rounded cove, thus ensuring perfect cleanliness and freedom from dust.

To meet the varying desires of individual passengers with regard to the temperature and ventilation of their rooms, all cabin class staterooms are fitted with the latest type of thermo-reg-ventilation. Ducts providing separate supplies of warm and cold air, are led throughout the accommodation, and both the quantity and temperature of the air supply to each room is thus under the personal control of the passenger. Also there are electric fans in every room, for those who prefer in addition a current of air.

Travel in the Modern Mode



Keystone

One of the Luxurious Staterooms on "A" Deck of the Queen Mary

'I Shall Go Build Me a Duck,' Quoth First British Shipwright

A correspondent suggests that this diary might have been found—although it was not—on a cave wall, written 5000 years ago by the very first ancient Briton to build a coracle, earliest British boat.

BY-THE-BIG-RIVER — Today, six days after the coming of our tribe from the Forest to the Big River, I have had a great idea. I shall go build me a Duck.

It will be made like the baskets in which we carry our belongings. But it will be big enough to carry on the water both my wife and myself. We will carry it with us and when we come to a river too deep to ford we will use our Duck.

This will annoy Freowolf.

Freowolf has a log on which he floats. He is very proud of it and has made up a long song about it. It is a very bad song.

But I must give Freowolf credit. It was through lying on the river bank behind the long grass and watching him floating on his log that I found my Great Idea. Freowolf was in the middle of the river, singing his song, when a big white duck with a long neck jumped into the water beside him. He fell off his log.

Freowolf is always falling off his log. Sometimes he gets caught in an eddy and goes round and round before falling off. If he only knew how ridiculous he looks he would keep to the land.

But the white duck floats easily. I never realized the difference until Freowolf fell off yesterday. Now I see that the duck can float easily and choose which way he will go because he is the right shape and is lighter than a log.

Now I shall make a duck with leaves and rushes and twigs.

I am in a very undignified position, even worse than when I made bird wings for the Chief and he fell out of the top of the Big Tree. Freowolf has written a poem jeering at me.

It was all because of my Duck. Today I finished it and showed it to the tribe. They were mightily impressed. I made a long speech and said that after I had floated in it I would present it to Hardicea, the wife of the Chief.

Freowolf challenged me to a race. I accepted.

But, alas, my Duck swallows water! Before long it was filled with the river. I could do nothing but sit in it while it sank beneath me.

Freowolf rescued me on his log. What an indignity!

Next Day

Another Great Idea came to me today. I shall build another Duck. But this time I shall make it with hides and skins as well as with rushes. Then I shall float in it in safety.

I have had to borrow some of my wife's hides. I hope she does not discover. I will tell her an enemy came and took them away.

Later

My wife does not believe me. I have had to promise to go hunting tomorrow. This is a pity.

A Week Later

My new Duck was finished today. I told nobody. But what a hubbub when I floated away! I shall always remember it!

But I must find some way to drive my Duck. I think a branch will serve the purpose. It turns round and round. I floated many leagues and could not stop and I shall have to walk back. I shall not give this Duck to the Chief's wife.

If I get home the day after tomorrow I shall challenge Freowolf to a race.

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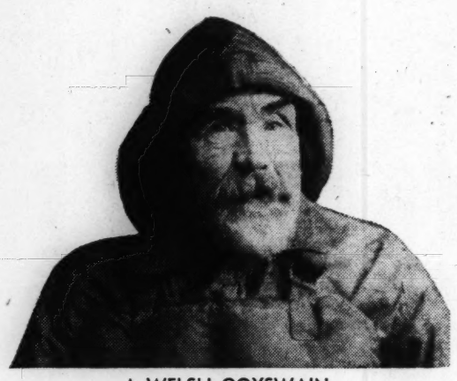

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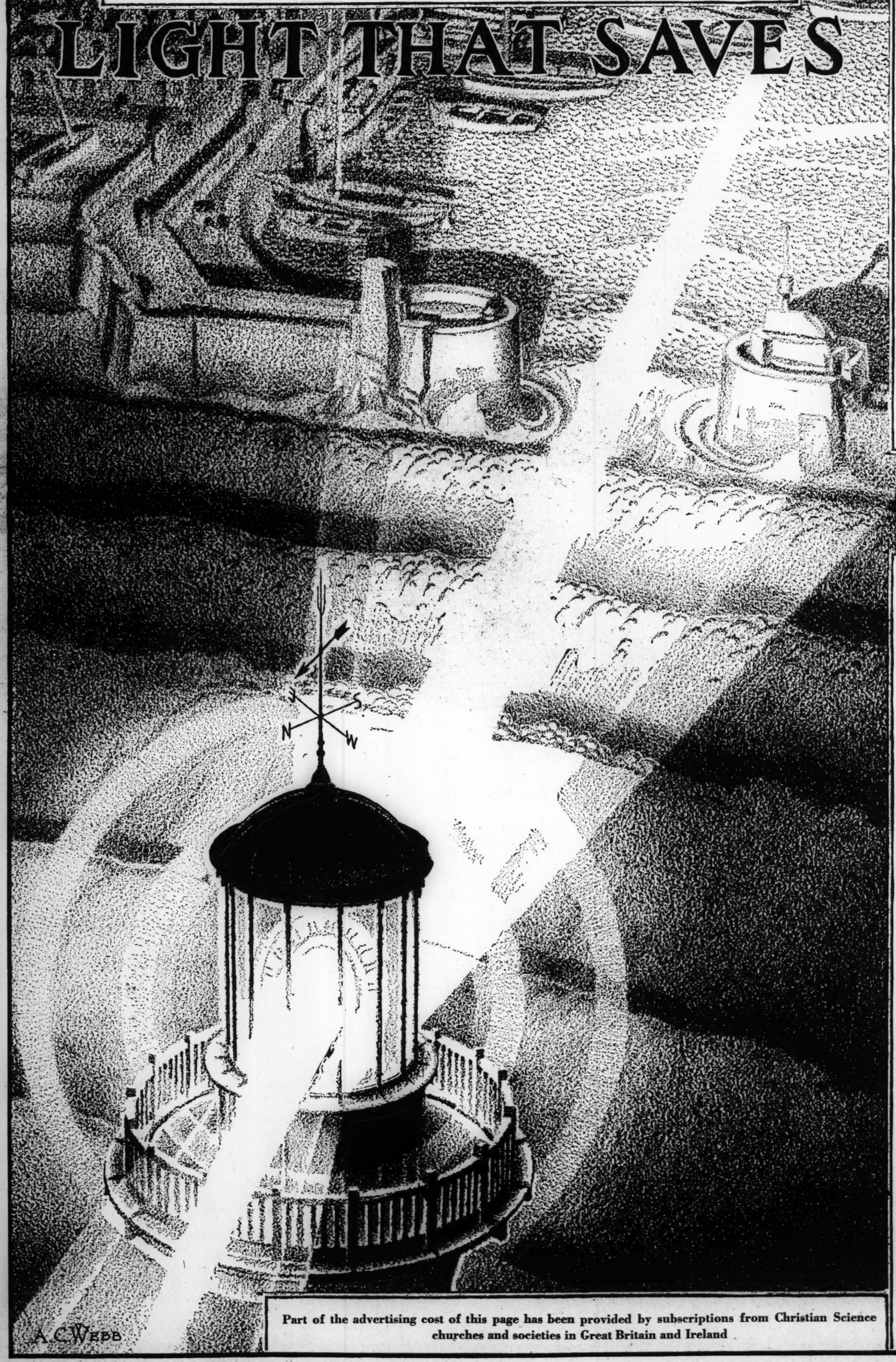
LIGHT THAT SAVES



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Aquitania .....July 16		Aquitania ...August 19	
Scythia.....July 17		Carinthia ....August 21	
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Laconia .....July 31			

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